

Engineers News



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Tuscarora Pipeline begins

Sheehan and Willbros have begun work on a \$125 million, 229-mile gas transmission line that cuts through northeastern California and terminates in Sparks, Nev.

Photo by Steve Moler

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FOR THE Good & Welfare

By Tom Stapleton
Business Manager

It's downright pathetic when you have to rely on your political rival to come to your aid because your own friends are stabbing you in the back. That pretty well sums up our experience with the California Assembly this month as they wrapped up another late budget.

We learned a long time ago to be on the alert during the final days of budget debates. You never know what off-the-wall schemes the politicians will dream up in the wee hours of the morning when no one is watching.

You know it's a bad sign when our lawmakers come into the chamber wearing weird hats and singing songs like "When the Saints Go Marching In." It gets really bad when you find out that Democrats in L.A. have cuddled up with Republicans from Orange County and cut a deal that would help bail out both counties' fiscal deficits by using transportation funds.

The product of their dealmaking - SB 75 - would let Orange County divert up to \$70 million a year in transportation funds for 15 years to pay off the huge debt it incurred from irresponsible investment strategies. The bill would give L.A. County a smaller but similar bailout.

We argued very strenuously with the Assembly Democrats that bailing out L.A. and Orange counties with transportation funds would (1) do nothing to solve a severe fiscal problem that nearly every county in California is experiencing, (2) forfeit good infrastructure jobs which are critical to the state's economic health, and (3) open the floodgates for every other county to attempt the same.

We might as well have been speaking to the deaf. The Assembly voted 46-19 to approve SB 75 and then tried to hold the budget hostage until Governor Wilson signed it. Fortunately, everyone was anxious to go on vacation, so the Assembly finally passed a budget before Governor Wilson had to deal with SB 75. Once the budget was on his desk, Wilson promptly vetoed the bill. I'm sure he wasn't thinking of us when he vetoed it, but I have to thank the Governor anyway for not playing the Assembly's game.

It's times like these when you begin to understand why so many "voters" no longer vote. They are fed up with the system. They feel their lawmakers have no credibility.

When the Assembly members packed their bags and headed home for a couple of weeks, they left this and other equally unsavory issues on the table in the form of "trailer bills" that will be taken up again upon their return on August 21.

I've heard that one Republican assemblyman is already considering a bill that would allow a similar bailout scheme for every county that needs it.

I hope the recess will have put some common sense back into their heads. If not, there will be some serious discussion come next election. Maybe then their hearing will come back.

*Where are our
friends when
we need them?*

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Company's clearing crew on a
section of the 229-mile
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1995 Scholarship Winners

Business Manager Tom Stapleton, right, presents Molly White with a \$3,000 Local 3 college scholarship at the July 15 semi-annual meeting. Molly's mother, Lori White, is at left.

Three other children of Local 3 members also won scholarships. Matt Sutton, son of member Kenneth Sutton of Marysville, was the first-place male winner and also won a \$3,000 scholarship.

Tyson Taniguchi, son of member Richard Taniguchi of Bountiful, Utah, was the second-place male winner, and Nicole Miller, daughter of Local 3 attorney Larry Miller, was the second place female winner. Both second-place winners won \$2,000 scholarships.

GOP version of 'OSHA reform' a sham

Employers and their Republican friends in Congress call it "OSHA reform." But organized labor says new legislation to literally tear apart America's work-place safety agencies would be better described as "The Workplace Death and Injury Enhancement Act (DIE Act)."

The bill, HR 1834, was introduced by Rep. Cass Ballenger (R-NC), chairman of the ironically renamed House Workforce Protection Subcommittee. The bill is at the top of management's wish list for the new GOP-controlled Congress, and many employer groups helped shape the legislation, while real advocates of work-place safety were ignored.

"The leaders of this Congress now apparently have decided to serve the interest of the employers and the wealthy whose only goal is to increase their profits and their power regardless of the cost," AFL-CIO Secretary-Treasurer Thomas R. Donahue told the subcommittee. "It takes away the rights of workers and their unions to seek protections from hazards at the same time it grants broad immunity to employers who violate the law."

Ballenger's bill would be a "criminal escalation of the body count," in today's work place where more than 55,000 workers die

annually from job hazards and more than seven million are injured each year," said Rep. Major Owens (D-NY).

In light of those statistics, some provisions of the legislation are truly mind-boggling.

It prevents OSHA from enforcing the law unless a worker is killed or hospitalized, and it takes away a worker's right to file a complaint with OSHA about job hazards unless the employer is informed first, even if the worker faces imminent danger and the likelihood of retribution from the employer. The bill also:

- Takes away the right of unions to file complaints on behalf of their members and no longer allows workers to participate when employers contest a citation.

- Requires OSHA to spend more than 50 percent of its funding on non-enforcement activities. See article in Union Briefs page 21 concerning how Republicans are trying to slash OSHA's budget by 30 percent.

- Requires such lengthy risk assessments and cost benefit analysis of any new regulation that it will make it virtually impossible to enact any new work-place safety standard.

- Eliminates NIOSH, the only federal agency that conducts occupational safety and health research.

- Repeals the Mine Safety and Health Act and eliminates the Mine Safety and Health Administration.

"This is not reform, this is retreat," said Labor Secretary Robert Reich. "If Congress enacts this legislation, it will be reneging on the promise it made 25 years ago to America's workers - the right to a safe and healthy work place."

Donahue told the committee that HR 1834 would mean that "those who lost their lives in Hamlet, NC; Lodi, NJ; Bridgeport, Conn.; Farmington, WV; Channelview, Texas, and at thousands of other work places will have truly died in vain."

Local 3 members are urged to write and call their representative in the House and demand that he or she oppose HR 1834. You can find your representative's address and phone number under the reps last name in your telephone directory's business White Pages.

AFL-CIO News



Work abounds in Oakland

District's rosy work picture the result of years of hard work on the political front

Oakland District Rep. Myron Pederson describes the district's work picture as the best he has seen since 1988. In fact, when the work started busting loose in June, Oakland had so much of the action it was one of the first Local 3 districts to begin filling orders with members from out of the area.

Third in a series of articles profiling districts where work activity is particularly robust this year.

While some of the work is definitely the result of the improving economy, a lot can be attributed to months and years of hard work on the political front on the part of the

Dredging

The beginning in May of the \$43 million U.S. Army Corps of Engineers dredge project at the Port of Oakland, for example, culminated almost two years of working closely with environmental groups and government agencies in finding an acceptable plan to safely deposit the project's 5.5 million yards of spoils. With the project now in full swing, Dutra Construction has up to 50 dredge hands working four different shifts on two rigs. This level of staffing is expected to last until the project is completed in early 1997.

Additional Operating Engineers are working for RGW and Coast Geo on levees and containment structures at the Lew F. Galbraith Golf Course, where 2 million yards of dredge spoils will be deposited later this summer and into the fall. After the dredge material has

that Oliver de Silva, now called DeSilva-Gates, did the site preparation on the first phase last year, and work is now underway on the second phase.

The Cypress Freeway replacement

Another big project that's been in the works for quite some time is the replacement of Oakland's Cypress Freeway viaduct, which was destroyed in the 1989 Loma Prieta earthquake. After nearly five years of wrangling over the appropriate route, right-of-way acquisition and minority hiring, Caltrans finally got approval to proceed with the \$900 million project late last year. Oakland District business agents attended numerous public hearings and other public meetings to help ensure that this project became a reality for Local 3 members.

The project is just beginning to take shape, as you can now see a swath of booms extending from West Grant Avenue all the way to I-880 near downtown Oakland. Right as you come off the Bay Bridge near the toll plaza, Kiewit-Marmolejo is working on a \$130 million interchange that will connect the new Cypress with the Bay Bridge.

◀ *Work on the Walnut Creek Interchange has kept operators busy since 1989 and will carry over to the end of next year.*

Dillingham Construction, meanwhile, is doing a quarter-mile \$14.2 million

section of six-lane freeway between 7th Street and West Grand, and RGW has a \$29 million contract to build a four-lane connector and HOV lane just north of Dillingham's job. MCM is down at the southern end near I-980 doing a \$90 million, 1.5-mile elevated section of freeway, while Kasler is doing a 1.4-mile, \$103 million section of freeway just north of MCM's job. In all, there are more than 50 operators currently working on the Cypress.

Refinery work

One of the biggest employment booms last year and into this year has been the refinery work. The construction trades has been involved in over \$2 billion worth of work at five refineries. At the Shell Refinery alone, some 100 operators are doing \$1.2 billion in work. The Exxon, Unocal, Tosco and Chevron refineries are and will be doing substantial



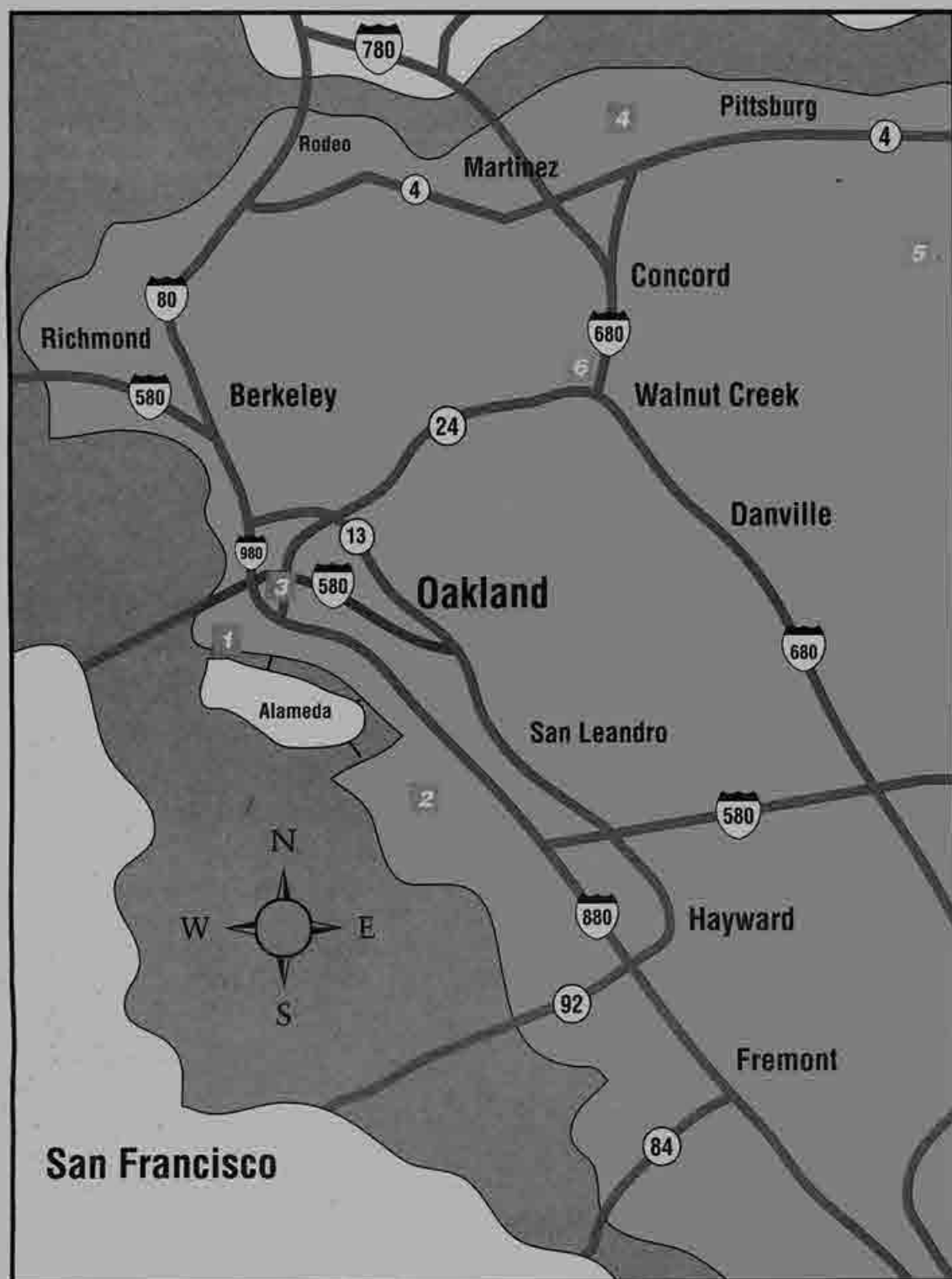
Oakland District staff. In project after project, the Oakland office, with support from the Local 3 headquarters in Alameda, has played a vital role in getting projects through the funding and regulatory process.

The Port of Oakland's 42-foot deepening project, virtually all of the refinery work, the 760-home Robert's Landing subdivision in San Leandro, and the Cypress Freeway replacement in Oakland are prime examples of how good jobs have been made possible in part through the grass-roots efforts of the District.

been dried and distributed, the course will be redesigned by a world renowned golf course architect and reopened to the public.

Robert's Landing

One of the most gratifying projects to see approved was the 766-home Robert's Landing subdivision in San Leandro. District Rep. Myron Pederson attended over a dozen public meetings over a three-year period to help get this project approved by voters and the San Leandro City Council. The net result has been



Where the Work Is

1 Port of Oakland Dredging

\$43 million U.S. Army Corps of Engineers contract to deepen harbor from 38 feet to 42 feet. More than 5 million yards of spoils to be deposited at 3 sites by Dutra Construction.

2 Roberts Landing

766-home subdivision in San Leandro

3 Cypress Freeway Replacement

\$900 million elevated and ground-level expressway connecting I-880 with Bay Bridge. Accelerated work schedule has pushed project completion to the end of 1997.

4 Refineries

5 major refineries undergoing extensive modernization to comply with new clean air regulations. Over 200 operators doing some \$2 billion worth of upgrades.

5 Los Vaqueros Dam/Vasco Rd. Realignment

Morrison Knudsen was low bidder on the \$450 million dam project expected to start this fall. Up to 80 operators working on Vasco Rd. realignment.

6 Walnut Creek Interchange

\$318 million reconstruction of I-680/Hwy. 24 interchange. Multi-phase project has been employing about 20 to 30 operators. C.C. Myers is currently doing columns for connector ramps; Ghilotti Bros. is doing paving and DeSilva-Gates is doing roadway excavation.

upgrades.

Work on getting these projects through the environmental and regulatory approval process started in 1990 with retired Oakland District Rep. Tom Butterfield and continued with retired District Rep. Bob Delaney. Their work, with support from the building trades and Local 3 headquarters, helped pave the way for all of the refineries to sign all-union project agreements. The net result has been steady work for as many as 250 Operating Engineers over the past two years.

Los Vaqueros Dam/Vasco Rd. realignment

Another good-size project just over the horizon is the \$450 million Los Vaqueros Dam in Contra Costa County. Morrison Knudsen will be the prime contractor on this project, which is expected to get underway this fall and be

going full speed next summer. To make room for the dam, as many as 80 operators working for Granite Construction are realigning several miles of Vasco Road.

Walnut Creek Interchange

Still going strong is the reconstruction of the Walnut Creek Interchange. Construction began in 1989 on this seven-phase, \$318 million project and is scheduled to keep operators working until at least the end of next year. C.C. Myers is currently working on connector ramps, while Ghilotti Bros. is doing paving and DeSilva-Gates is doing roadway excavation.

This project was nearly stopped last year when Gov. Pete Wilson issued a statewide freeze on all new highway construction so the money earmarked for these projects could be siphoned off for seismic retrofitting of nearly

2,400 bridges and overpasses throughout the state.

But thanks to an intense lobbying campaign by Local 3, which included a series of meetings with top Caltrans officials and testifying before the California Transportation Commission, the new highway projects were allowed to proceed.


Anyone who thinks political action isn't worthy of the union's resources only needs to look throughout the Oakland District and see the abundance of Operating Engineers working plenty of hours.



A whale of a development

The town made famous by Humphrey the humpback whale, Rio Vista, is now home to one of the largest on-going residential developments in Northern California

The sprawling first phase at Summerset is spread out over 271 acres of the old Marks Ranch.



It's not often a charming, peaceful small town, with virtually no crime and surrounded by natural beauty, decides to build an enormous housing development that will more than triple its population in 10 years.

But that's exactly what's happening in Rio Vista, a tranquil burg of 3,700 residents on the banks of the Sacramento River about 20 miles east of Fairfield in Solano County.

In June, C.A. Rasmussen Inc. began the rough grading on the first phase of the 4,600-home retirement community of Summerset at Rio Vista, which is being developed by the Blackhawk Rio Vista Venture Group, a limited partnership involving the Blackhawk Corp. and the Braddock & Logan Group, both of Danville.

The Rio Vista Venture Group is jumping into one of the hottest segments of the residential construction market —

so-called "active adult retirement communities." California leads the nation in residents over age 55 at nearly 5 million, so developers are responding to the demand by building entire communities designed to meet the needs of this expanding age group. Most of these developments feature leisure amenities such as golf courses, indoor and outdoor swimming pools, tennis courts, gyms, and biking and walking paths.

The Del Webb Sun City retirement community in Roseville is a classic example. When this development is completed in 10 or so years, it will be one of the largest retirement community west of the Mississippi, rivaling Sun City, Ariz. Much of the dirt work on this development is being or has been done by Operating Engineers.

Summerset at Rio Vista will not only have 4,600 single-family and duplex homes, it will feature two 18-hole golf courses, a clubhouse, and a sewage treatment plant

con't next page



In early July, when *Engineers News* visited the project, Rasmussen had about 35 Local 3 members on the job operating 11 scrapers, three push Cats, three compactors, and some water pulls and other equipment to move the project's 1.4 million yards.

◀ José Guzman, left, on the D9, and Jerry Charlton on the D10 at one of the cuts for the golf course

According to Randy Burke, project manager for the Blackhawk Rio Vista Venture Group, work is going quite well. "Rasmussen has done a real good

job on a tricky project," he said. "I don't have anything but good to say about the work the Operating Engineers are doing out there. The project is coming together very well."

► Gradesetter

Theresa Herrera

One of the major challenges of the job has been the proper

incorporation of the house pads with the golf course. For

starters, every square foot of dirt has to be moved at least once. Because the golf course consists mostly of cuts and the house pads fills, the handling of dirt has had to be strictly monitored to prevent any stockpiling or overfilling. The house pads had to undergo three types of soil engineering, sub-xing to 3 feet, 18 inches and 6 inches, then getting the proper recompaction. Also, all the keyways had to be built prior to the fills.

◀ C.A. Rasmussen is using up to 11 scrapers on the first phase

"The crews have worked very well with the

soils engineers and inspectors," Burke said. "I attribute this to skilled Operating Engineers and good management by Rasmussen."

► One of the three push Cats on the job

Rio Vista represents a classic example of how development can help – not harm – a small community. When Mayor Jerry Rubier took office in 1988, Rio Vista was on the verge of bankruptcy. To balance

the books, Rubier cut spending, raised water rates and made bold plans for developing new revenue sources, including construction of a large casino and prison, both of which were

rejected by Rio Vista voters.

So Rubier and the city council turned to home building for financial answers. In addition to Summerset at Rio Vista, the city council has approved two other major developments that will bring a total of 6,780 new homes to Rio Vista over the next 15 or so years, enough development to increase the town's population by 20,000 by 2010.

Rio Vista city officials have concluded the town



and related holding ponds. The first phase involves building 650 house pads, the first 12 holes of the first golf course, and the site work for the clubhouse, treatment plant and other structures. Homes will run between 950 and 2,200 square feet and cost between \$100,000 and \$250,000. Construction on subsequent phases is expected to continue over the next seven years.



needed more revenue to provide basic services such as police and fire protection and street maintenance while businesses needed more customers to stay afloat. City officials say development alone does not necessarily bring in more tax revenue; cities have to combine both development and commercial growth if they are to survive.

Rubier wants to redevelop the town's waterfront, the site where Humphrey the humpback whale stayed for 25 days from October 10 to November 4, 1985, after wandering up the Sacramento River from San Francisco Bay.

Rubier wants to develop a marina, new waterfront restaurants and shops, and an industrial park at the old airport site. The city will also be using new assessments to finance construction of three new fire stations, sewer and water treatment facilities and parks and streets. Money from home sales will also go to support local public schools.

If all goes as planned, Rio Vista should see plenty of construction activity for quite some time to come.

Davest is indeed the best

Dave Soiland of Davest Inc. has transformed his one-backhoe business into one of the most successful underground subcontracting firms in the Santa Rosa area

By Steve Moler
Assistant Editor

Second in a series of articles about Operating Engineers who, after successful careers in the field, have gone on to start their own companies, which, in turn, have kept additional Local 3 members gainfully employed

In our nation's labor force, there are those who fit quite comfortably into the role of working for someone else — being the employee. And then there are those who are more successful having people work for them — being the employer.

Since day one, Dave Soiland seemed destined to be one of those who would some day have people working for him. He spent his entire childhood observing and learning the construction industry from his father, legendary Santa Rosa-area union contractor and quarry owner Marv Soiland of Soiland Company Inc. Dave started operating heavy equipment when he was 7 years old, and as a teenager worked in Soiland's shop during summer vacations.

So it seemed natural that after completing his Local 3's apprenticeship, gaining 11 valuable years of experience working for Soiland and dabbling a short time as a developer Dave would start his own company, Davest Inc., in 1986. Today, Davest is one of the largest and most successful underground contractors in the Santa Rosa area, doing between \$5 million and \$6 million in work annually and employing up to 20 Operating Engineers.

This summer, the company is doing subcontracting work for O.C. Jones on the Fountaingrove Parkway and subdivisions, C.A. Rasmussen at Oakmont and U.S. 101 at Windsor, Wright Contracting at the Sonoma Creekside housing development, a couple of local subdivisions with Siri Grading & Paving and later this summer for Ghilotti Construction on the Marlow Road widening in Santa Rosa. The company has enough work on the books to keep all its operators busy at least through next year — with room for more if the economy stays reasonably healthy.

"Dave has a top reputation around here," said Local 3's Santa Rosa District Representative Bob Miller. "Davest has a knack for doing very high quality work and completing projects ahead of schedule and under budget. If there's problems with workmanship, Dave will go back and fix it

even if he loses money."

Dave's journey towards entrepreneurship began back in 1973, when he started his apprenticeship at Rancho Murieta. Dave demonstrated such superior skills in the field — working for contractors like Argonaut and Gordon Ball — he attained journey status in less than two years. After turning out, Dave went to work for Soiland, first working in testing and inspection, then doing finish work and supervising completion of projects.

But when Marv Soiland retired in 1985, rather than gleefully taking the reins of his father's highly successful business, Dave had to confront the most serious personal crisis of this life — alcoholism. Just days before he was to enter Local 3's Addiction Recovery Program, Dave started attending Alcoholics Anonymous meetings and became sober.



Dave Soiland,
president of
Davest Inc.

During the transition, Dave became a developer, building 10 homes in 1986 on a piece of property he owned in Santa Rosa. But he had trouble finding additional property to develop, so later that year he cranked up an old Case 580 backhoe he owned and became an owner-operator, naming his company by connecting his first name with the superlative suffix "-est" in order to avoid confusion with Soiland Company.

The move proved to be another major turning point in Dave's career. With his recovery well underway, Dave's new company expanded rapidly, sustaining 100-percent growth per year for the next four years.

Then, in 1991 Dave joined forces with Bob Cheli (Cheli & Young Construction), one of the top underground superintendents in the area. The two decided to sign with Local 3 and began carving out a niche in the unionized subcontracting business, doing underground work for such large contractors as O.C. Jones, C.A. Rasmussen, Ghilotti Construction, Siri Grading & Paving, Wright Contracting, Coddling Enterprises, Condiotti Enterprises and a few others.

With access to union contractors and a skilled and productive labor force, Davest began to grow steadily despite the recession in the early 1990s. The company sacrificed some early profits in order to purchase additional pieces of equipment and hire new operators to handle the bigger jobs. By 1993, it was common to see Davest doing the underground on big-name projects like C.A. Rasmussen's \$26 million Cloverdale Bypass.

"I've always had more long-term rather than short-term goals," Dave told *Engineers News*. "Bob and I set out in 1991 to capture a share of the subcontracting market, and I think we have accomplished that."

When the construction recovery began last year, Davest was in perfect position to respond. In fact, work is going so well this year, the company may



◀ At the Fountaingrove Pkwy. job are from left: Local 3 Business Rep. Greg Gunheim, President Dave Soiland, Davest employees Rob Barney, John Kerher, Bob Cheli (superintendent and Davest partner), Tim Butterworth, Chuck Behumelot, Mick Borges, Tim Boyd, Troy Bohny, Dave Price, Steve Loupy, and Local 3 District Rep. Bob Miller

➤ Excavator operator Rob Barney with Superintendent Bob Cheli at the Fountaingrove Pkwy. job

make back what was lost during the 1991-93 recession. In the past three months alone, the company has purchased three new excavators and three loaders.

As the company has grown over the past four years, so has its relationship with Local 3. Both Dave and Bob regularly attend union meetings and functions, and Dave is one of the employer representatives on the Geographical Market Area Committee. The two have also remained active in local politics and volunteer time and equipment for community projects.

For the 20 Operating Engineers who are happily and gainfully employed at Davest, they're sure glad Dave Soiland reached his destiny of being one of those in our nation's labor force who likes having people working for him – being the employer, and a very good one too.



▲ Excavator operator Keith Leffler on the Cloverdale Bypass job in the Summer of 1993

➤ The Fountaingrove Pkwy. job, which Davest is doing the underground work for D.C. Jones, takes shape in Santa Rosa



America's shrinking middle class

U.S. has most unequal income distribution of any industrialized nation



Workers went to the bank breathing a little easier in June, as real average weekly earnings rose 1.2 percent. But real earnings remained 0.6 percent below the inflation-adjusted figure a year ago.

In fact, overall compensation for the year was the lowest since 1981, according to figures measuring employer costs for both pay and benefits. The Bureau of Labor Statistics reported July 25 that compensation costs have risen a paltry 2.9 percent over the last year, trailing the rate of inflation. For workers in private industry, compensation rose 2.8 percent.

The increase in real earnings for June was driven by a 0.9 percent increase in average weekly hours and a 0.4 percent increase in average weekly earnings, which were \$393.06, compared with \$383.84 a year ago.

The compensation cost data, Labor Secretary Robert B. Reich told the House Economic and Educational Opportunities Committee, points to the risk that "eventually we'll end up in a two-tier society" — an alarm sounded last year by the Dunlop Commission.

Union workers saw compensation increases of 2.3 percent, compared with 2.9 percent for non-union workers — reflecting the higher level of pay and benefits that union workers receive. But wage settlements for the second quarter also were disappointing, with a first-year average of 2.1 percent, and 2.2 percent over the contract term. They replaced settlements that paid 3.1 percent and 3 percent, respectively.

"When compared to the cost of living, these are small settlements," observed AFL-CIO economist John Zalusky. "The cost of living increased 3.1 percent over the previous year. Productivity during the second quarter was up 1.4 percent from a year earlier. This pattern has plateaued for two years at this sorry state."

Average hourly compensation in March for non-union workers in private industry was \$16.26, still

far below the \$22.40 earned by unionized employees.

The problem of declining real earnings was demonstrated in a recent study by the Center on Budget and Policy Priorities, which showed that low-wage workers with children have a much tougher time making ends meet than they did 18 years ago.

In 1977, 7.7 percent of families headed by a worker were below the poverty line, a proportion that rose to 11.4 percent by 1993. Some 22 million people, more than half of America's poor, live in households where somebody works.

According to the Labor Department, the number of America's working poor reached 8.2 million in 1993. Of that figure, 4.7 million were working full time most of the year.

In the face of ongoing increases in productivity and corporate profits, "we now are the most unequal of any industrialized nation in terms of distribution of income," said Reich. "If the Republicans' extremist, anti-economic agenda holds sway, and if more is not done to protect, preserve and defend our shrinking middle class, we may not have one in 20 or 30 years," added House Minority Leader Richard A. Gephardt (D-Mo.).

AFL-CIO economist Anne Draper estimates that the poverty line for an urban family of four in June was \$15,580, requiring an hourly equivalent of \$7.49 and pointing up the need to increase the \$4.25 federal minimum wage.

For older workers, limited opportunities to work and to put something aside for retirement can be especially distressing, as the divide between haves and have-nots continues to widen.

A new study by the RAND Corp. of 1993 data reveals that the wealthiest 10 percent of white Americans approaching retirement, at \$944,046 per household, had 10 times the assets of those in the bottom 10 percent. For African-Americans aged 51 to 61, the range was \$495,851 to \$26,285.

The asset value of future pension and Social Security payments, which make up a large portion of wealth at the lower end of the scale, were included in the study. Without those future payments, the gap would have registered much wider.

Just as startling, when home equity was excluded, the median white household was left with \$18,000 in personal wealth. For African American and Hispanic couples, liquid assets were less than \$500.

Given the declines in pension coverage and Social Security benefits, "loud alarm bells are ringing for the future," said James P. Smith, the study's author. Among lower-income households, Social Security "is basically the only wealth they have."

The BLS reports that the number of men aged 55 to 64 in the work force was 64.8 percent in 1994, down from 87.3 percent in 1949. Changes to the cost of living for the month remained moderate, with the Consumer Price Index edging up 0.1 percent, the smallest increase this year.

Increases in consumer prices were posted in food (0.1 percent, including 9.7 percent for fruits and vegetables and 12.5 percent for non-alcoholic beverages); shelter (0.2 percent); gas and electric charges (0.4 percent); fuel oil (0.7 percent); gasoline (0.4 percent); new vehicles (0.2 percent); public transportation fares (3.6 percent); and medical care (0.3 percent). Prices dropped for clothing (0.1 percent); used cars (1 percent, still 12.4 percent higher than a year ago); auto finance charges and other private transportation services (0.3 percent); and household furnishings and operations (0.2 percent).

Finished goods, which are a good predictor of future consumer price actions, actually dropped 0.1 percent in June after a standstill in May, indicating that the inflation pattern will continue in a low range, said Rudy Oswald, the AFL-CIO's chief economist.

The Tuscarora Pipeline

About 250 Operating Engineers are working on this \$125 million, 229-mile underground gas transmission line that cuts through northeastern California and terminates in the Reno-Sparks area

*By Steve Moler
Assistant Editor*

Work doesn't get much better than this.

Adding to the already bright work picture in the Redding District is construction of the \$125 million, 229-mile Tuscarora Pipeline. Up to 250 Operating Engineers are working on this large project. Construction, which began in June, is speeding towards a November 1 completion.

The 20-inch diameter underground pipeline begins at the Pacific Gas Transmission Company (PGT) pipeline at the California-Oregon border, runs southeast along Hwy. 139 for about 60 miles to Canby near Alturas, heads due south along U.S. 395 to Susanville, then crosses into Nevada near the Sierra Army Depot in Herlog, ultimately connecting to Sierra Pacific Resources' Tracy Clark Power Plant in Sparks, Nev.

The project also entails building a 4.5-mile, 4-inch lateral from the mainline to Alturas, a 10.6-mile, 6-inch lateral to Susanville, and 5.5-mile, 4-inch lateral to the Sierra Army Depot. The laterals will provide gas service to these three communities for the first time.

Sheehan Pipeline Construction Company of Tulsa, Okla., has about a 100-mile section from Marlin, Ore., to Madeline in Lassen County, while Willbros USA Inc., also based in Tulsa, Okla., doing the remaining 129 miles from Madeleine to the Tracy Clark Power Plant.

Sheehan clearly has the tougher section, having to blast and dig the pipe trench through substantial quantities of volcanic rock in the 60-mile Modoc National Forest section between Tullake and Canby. Willbros' section contains considerably more top soil, which is why it has 29 more miles than Sheehan.

When the Tuscarora Gas Transmission Company turns on the gas November 1, up to

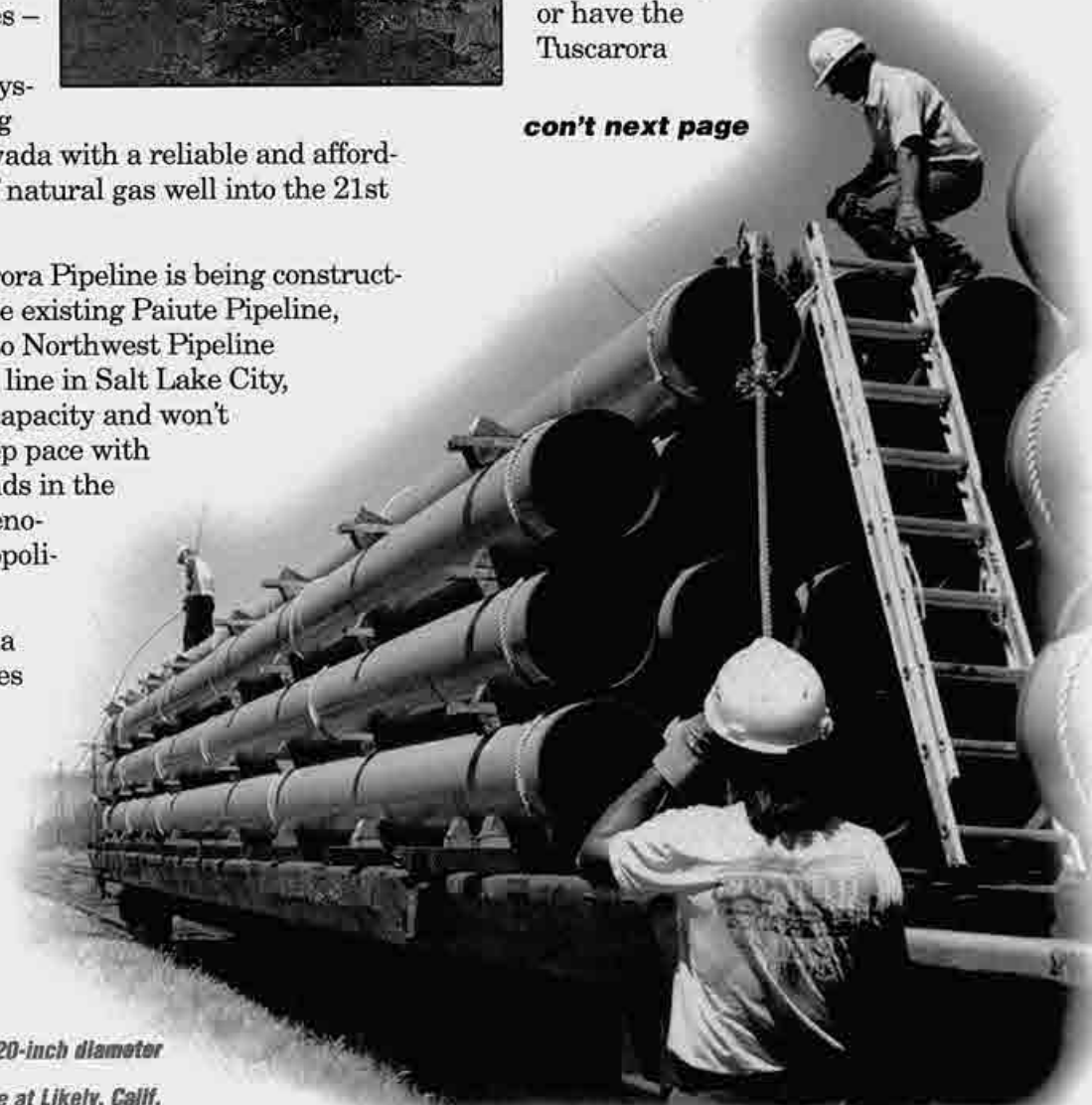
111 million cubic feet per day of Alberta, Canada, natural gas – enough to supply about 125,000 homes – will flow through the system, providing Northern Nevada with a reliable and affordable source of natural gas well into the 21st century.

The Tuscarora Pipeline is being constructed because the existing Paiute Pipeline, which ties into Northwest Pipeline Corporation's line in Salt Lake City, has reached capacity and won't be able to keep pace with future demands in the expanding Reno-Sparks metropolitan area.

The Nevada Public Services Commission had to

decide on two possible solutions to the gas supply problem: Either allow Paiute to build a new 345-mile pipeline parallel to its existing line at a cost of about \$180 million, or have the Tuscarora

con't next page



► Unloading 20-inch diameter steel pipe at Likely, Calif.



con't from previous page

Pipeline Company build a 229-mile pipeline tying into the PGT Pipeline in Oregon for \$125 million.

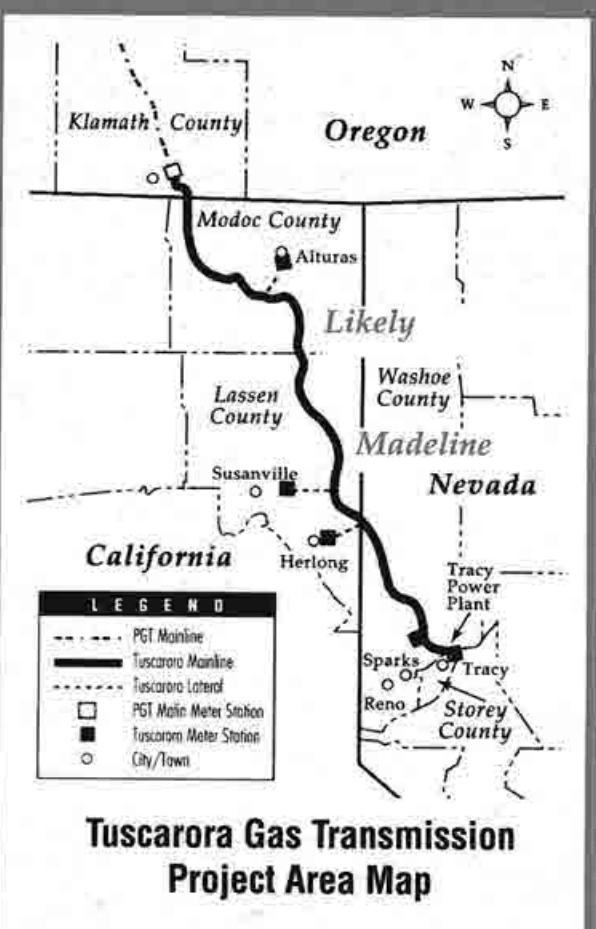
In addition to the lower cost, Tuscarora's proposal also offered several other attractive advantages. First, tying into the PGT Pipeline would provide a back-up system in case the Paiute Pipeline ever failed or sustained damage. Also, adding a second pipeline, operated by a competing utility company, would not only increase competition but increase supply by providing access to the plentiful natural gas reserves in Alberta at an attractive price.

The commission approved Tuscarora's plan in fall 1994, and the company, which is a partnership of Sierra Pacific Resources and TransCanada Pipelines Ltd., began seeking regulatory and environmental approvals from

state and federal agencies, a process that was completed in April of this year, with construction permits obtained in early June.

Because the pipeline passes through so many environmentally sensitive areas, Operating Engineers have had to comply with strict environmental regulations, including staying in approved work areas, which is generally not more than a 100 feet in width, keeping out of exclusion zones and practicing fire prevention. Before anyone can enter the job site, they must first attend a one-hour environmental and safety class.

Several threatened or endangered animals, including the sandhill crane, live along the pipeline route, and crews are required to take such precautions as capping the ends of in-place pipe and installing escape ramps in the



PHOTOS

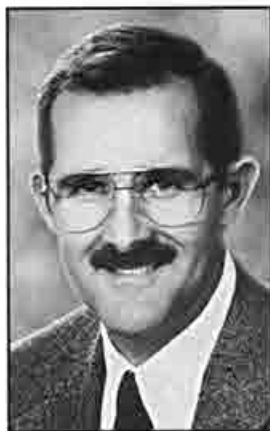
- 1) Teamwork: Operators Mitchell Russell hands Gerald Nicholson a timber in the Modoc National Forest north of Canby
- 2) Trenching crew works a section near Likely
- 3) Excavator operator Andy Cook
- 4) An operator drills holes for blasting
- 5) Operators place blasting mats for blasting crew south of Likely
- 6) A Local 3 operator works the trenches near Madeline
- 7) Operator Ben Steakley and oiler Wayne Watts place blasting mats for blasting crew
- 8) Mechanic James Matson
- 9) Dozer operator Vic Bourbon
- 10) Clearing crew from left: David Celis, Gerald Nicholson, Mitchell Russell, Fred Volcal and Richard Clayton
- 11) Operator Vic Santino, right, and oiler Dennis McCarthy remove free stumps along pipeline right of way
- 12) Loader operator Les Houghby, center, with Business Rep. Wibur Chase, left, and District Rep. Monty Montgomery
- 13) Blasting crew places explosive charges in holes drilled by Operating Engineers



trenches. At the start and end of the work day, crews also have to check for trapped animals. Construction across farm and ranch lands has to be completed in six to eight weeks, and the topsoil has to be salvaged separately from subsoil. Of course, all lands along the route have to be cleaned up and rehabilitated to their original condition.

The 20-inch diameter, 1/4-inch thick steel pipe is being manufactured by the Stupp Corp. out of Baton Rouge, La. and shipped to the job site by rail. Once in place Operating Engineers are burying the pipe with a minimum depth cover of 36 inches in soil and 24 inches in rock.

At press time, Edward Miller, Tuscarora's project manager, says Sheehan and Willbros are doing fine work and that the project is on schedule for the November 1 completion. Another job well done by Operating Engineers.



by Rob Wise

Credit Union

Treasurer

Ways to save big on auto insurance

Last month, I discussed how the credit union can save members thousands of dollars on the purchase of a new or used automobile. This month, I'm going to explain ways to save big when you go to insure that vehicle.

I'd like to start with Mechanical Breakdown Insurance (MBI), since it has been such a successful program here at the credit union. Most new automobiles sold today carry a three-year/30,000-mile bumper-to-bumper warranty. But if you want to extend that warranty – say to six years/60,000 miles – you have to purchase additional coverage, which you can obtain either from the manufacturer via the dealership or through your credit union.

The big difference is that your credit union's MBI is superior to what the dealerships are offering. With the exception of a few exclusions such as trim and upholstery, the credit union's MBI protects your vehicle from bumper to bumper, even the jack, spare tire and cigarette lighter.

Although manufacturers' extended warranties are very comprehensive, they don't cover such things as a rental car, travel expenses or tire damage. Under the credit union's MBI, you will be reimbursed for up to \$25 a day for a rental car up to a maximum of six days, the cost of towing and other road services, lodging and meals if you break down more than 100 miles from home, and tire repair or replacement.

What's even more impressive about your credit union's extended warranty is that it costs up to \$1,000 less. Remember the Moler family featured in last month's column? With the help of the credit union, they saved more than \$5,300 when they purchased a new Ford Windstar minivan last June. But they could have saved even more had they purchased their extended warranty through the credit union. The equivalent six-year/60,000-mile extended warranty the Molers paid \$900 for at Fremont Ford could have been purchased through the credit union for \$410.

Remember, our Mechanical Breakdown Insurance is also available for used cars. Coverage is some of the most comprehensive in the industry, providing protection for the engine, transmission, front and rear wheel assembly, air conditioning, electrical system, steering, fuel and suspension systems, and electronic high-tech assemblies.

Other ways to save money on auto insurance is to shop

around. There are substantial differences in premiums among all the various auto insurers out there. Also, before you purchase a new or used vehicle, check with your insurance company to find out how much it would cost to insure the vehicle. Some models are much more costly to insure than others because they are stolen more often or cost more to fix when damaged. Better to find out first than pay the price later.

For those with older vehicles, carrying only liability coverage can save you money. In general, if your vehicle has lost at least a third of its initial value, you may want to consider cancelling your collision and comprehensive coverage. Doing so can save you up to 50 percent in premiums. But this may not be the best route to take if you own a very expensive older car. Another way to lower your premiums is to keep the collision but raise your deductible.

If you've been in an accident that has left your car with a small dent or scrape, it may be cheaper to fix it at your own cost rather than file a claim. Fixing it yourself may mean parting with some cash now, but at least you'll avoid a premium hike later.

If you are nearing retirement or have a high net worth, you may want to consider asking your insurance company to increase your liability coverage. Some policies provide up to \$1 million for your car and can often cover you for mishaps occurring on your private property.

Because some premiums are calculated by the number of miles you drive to work, you may qualify for a discount if you've just moved closer to work or taken a job near your home. If that's the case, let your agent know.

Other ways to qualify for special discounts include having a spotless driving record, being a non-smoker, graduating from a driver's education course or owning a car with air bags. And if your teen-age children drive and are honor students, they may qualify for reduced rates.

Lastly, if you've had a moving violation, keep track of when it occurred. After three years, moving violations are removed from your record. If you're still paying premium penalties for tickets over three years old, it's time to call your agent. Also, in many cases, you can get a moving violation removed from your driving record by successfully completing traffic school.



College students covered by the California health & welfare plan

The Operating Engineers Health & Welfare Plan (Calif.) covers unmarried dependent children until age 19. In the past, this coverage was extended to age 23 for full-time students, enrolled for nine or more units at an accredited school or college who are not gainfully employed for more than 70 hours per month.

But effective June 1, 1995, the limited age for college students was raised to age 24, and the limitation on the number of hours a student may work was eliminated. This change applies to participants in Kaiser and the regular plan. Students maintain their student status during the summer months if they are enrolled for the terms preceding and following the summer break.

Students 19 and over are required to submit proof of enrollment from the school's registrar's office each semester or quar-

ter. Failure to submit this documentation will result in claim payment delays.

To avoid unnecessary delays, the trust fund office suggests the following: At the beginning of each semester or quarter, have your student contact the registrar's office and obtain an enrollment verification. Be sure the number of units your student is taking appears on the verification. Have the student make a copy of the verification for his or her records. Submit the verification attached to a completed claim form at the beginning of each term.

Upon receipt, the trust fund will note the information, and any claims submitted can be processed in the normal fashion. Students covered under the Kaiser plan should, in addition to providing the required documentation to the trust fund office, submit proof of enrollment to Kaiser when requested.

con't on p. 21

by Charlie Warren

Fringe Benefits

Director

Successful apprenticeship requires teamwork

An apprentice is a person learning from a master of the craft. We have many masters today, but what about tomorrow? The number of party chiefs is dwindling, and replacements are needed. The Northern California Surveyors Joint Apprenticeship Committee program takes pride in its courses, curricula, teachers and hands-on classes to make the transfer of learner to master a smooth, meaningful and successful transition.

This can only be done by everyone working together. We ask our employers for help in setting the curricula, as they know what they need. We ask the union to be sure training continues. We ask the party chiefs and chain people to pass on knowledge. We ask the apprentices to learn and teachers to teach.

We think this is all happening in the NCSJAC today, but we need more interest from the employer to help us along the way, and we need more interest from the existing journey-level surveyors to keep our industry competitive and meet the needs of the employers. It is the goal of the NCSJAC to have both the apprentice and the employer work as a team.

We want to remind all first-through-fourth-period apprentices that if you are out of work, you need to put your name on the out-of-work list at your local union dispatch center and notify our office. If an employer calls you at home to recall you to work, you must let us know. If you change your address or phone number, you must let us know.

This is a very busy year with a lot of job orders coming into our office. We need to know at all times if you are employed or not. This is your responsibility; we do not have time to chase you. Keep in touch with us so you don't miss out on that next possible great job.

Hands-on classes start the second Saturday in September. Watch your mailbox and the *Engineers News* for more details. Remember, hands-on classes are mandatory for all in the NCSJAC training program.



by Art McArdle

Administrator

TECHENGINEERS

America's Most Wanted... Productive, Skilled and Experienced Surveyors

With the work picture busting loose in a big way this summer, the superior skills of Local 3's surveyors are helping our good union survey firms remain competitive. Almost any surveyor who wants to work is working and doing a fine job out there. Keep up the good work!

by Paul Schissler

Tech Agent

Come Join Us!



1st Annual Technical Engineers Golf Tournament

October 29, 1995

Lake Chabot Golf Course • Oakland, Ca.

Cost: \$55.00 per Player

Includes: Breakfast, Green Fees, Cart, BBQ, Prizes

Schedule

6:30 am Continental Breakfast
7:00 am Check-In and Registration
7:30 am Tee Time (Shotgun Start)
1:30 pm Barbecue
2:30 pm Awards Presentation/Raffle

Format: Four-Player Scramble - Best Ball

Special Events: Longest Drive, Most Accurate Drive
Closest to the Hole

This tournament is limited to 144 players.
All office and field employees are eligible to play.

For more info, call Paul Schissler at 510/538-5611



← Rodman Frank Fettig, left, and Party Chief Rod Stewart of Towill Inc.



← Party Chief Brent Robertson, left, and Derek Tanning of Brent Robertson P.S.S.



▲ Party Chief Rock Marcar of Gilbert Fitch & Assoc.

ADDICTION **RECOVERY** PROGRAM

ARP adding substance abuse services for operators who fail DOT drug, alcohol test

Local 3's Addiction Recovery Program is adding a new component to member services when an Operating Engineer fails a random Department of Transportation drug or alcohol test. New DOT testing requirements that go into effect January 1, 1996, were fully explained in last February's ARP column.

Your ARP will provide substance abuse professional services to the membership in compliance with DOT regulations and generally accepted professional standards in the field of substance abuse assessment and referral. For now, ARP Director Bud Ketchum will act as substance abuse professional (SAP) for Local 3's post-positive DOT referrals.

The employer will be free to locate a private SAP in the employee's community at the employer's expense. Access to any treatment benefit must be through the ARP, regardless of who performs the SAP function. A face-to-face interview is mandatory in these cases, so that some members may be required to report to the ARP office in Alameda for an assessment if the ARP director is not available in a particular district at the time. The duties of the SAP are outlined in the chart at right.

It will remain the duty of the employer to monitor return-to-duty compliance under DOT regulations. ARP does not have the ability nor the mandate to monitor members once they have returned to their employer under a return-to-work agreement.

Review your collective bargaining agreement or check with your Local 3 district agent if you have other questions regarding return-to-duty agreements.

Azure Acres/ARP annual picnic

Come join us for a day of music, great food and a special speaker meeting Saturday, September 9, from 11 a.m. to 5 p.m. Our annual picnic is a great way to get together, have clean and sober fun and re-affirm your commitment to recovery. The Big Book says, "We insist on enjoying ourselves," and nowhere is this more evident than at our annual picnic.

Enjoy the foot-stomping music and the popular Buddy King Band while our clown and face painter entertain the kids. The food at the barbecue is always delicious, and the speaker meeting never fails to be inspirational. Donation is only \$5 per person.

We look forward to seeing you there. Don't miss it. For more information, contact Paula at 1-800-222-7292.

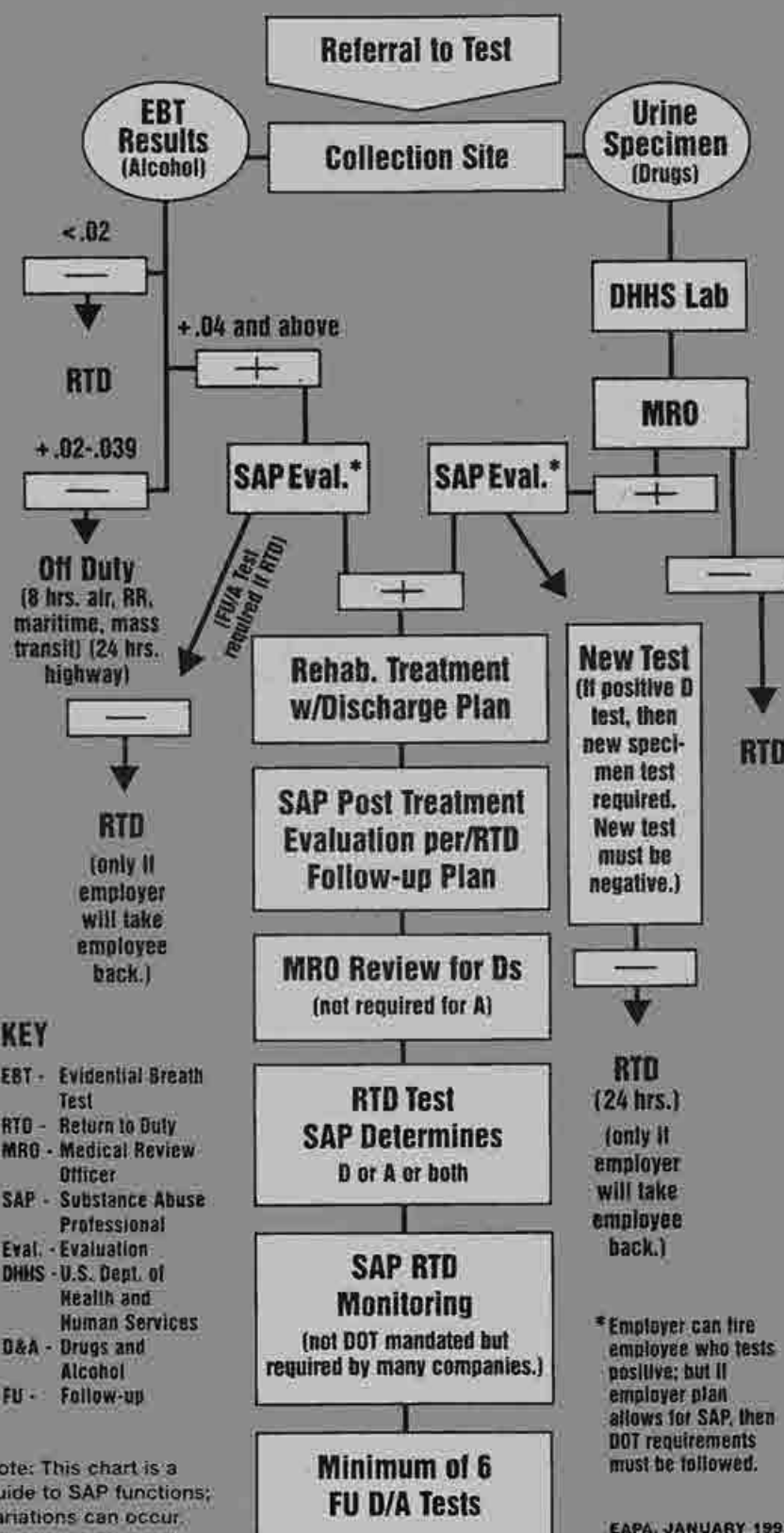
Notice

The Fresno Labor Support Group is now meeting at the Fresno Operating Engineers Local 3 hall every Tuesday evening at 7 p.m.. All recovering Operating Engineers and their families are cordially invited to attend.

When: Tuesdays
Time: 7 - 9 p.m.
Where: Local 3 hall
1745 N. Fine Ave.
Fresno, CA 93727

Random Drug/Alcohol Testing Process*

***for 8.0 million safety-sensitive transportation employees**



EAPA, JANUARY 1995

Latest Hazmat schedule announced

The following Hazmat classes have been scheduled for the fourth quarter of this year. All classes begin at 7 a.m.

San Francisco District

8-hour class - September 29

Location: Operating Engineers Local 3 headquarters, 1620 S. Loop Rd., Alameda

Fairfield District

8-hour class - December 2

Location: Fairfield District office, 2540 N. Watney Way

Santa Rosa District

8-hour class - December 8

Location: Labor Center, 1700 Corby Ave., Santa Rosa

Oakland District

40-hour class - October 9-13

40-hour class - December 11-15

8-hour class - October 20

8-hour class - December 16

Location: Operating Engineers Local 3 headquarters, 1620 S. Loop Rd., Alameda. Please call (510) 638-7273 for reservations.

Stockton District

40-hour class - October 23-27

8-hour class - September 30

Location: Stockton District office, 1916 N. Broadway. Please call (209) 943-2332 for reservations.

Fresno District

8-hour class - October 28

Location: Fresno District office, 1745 N. Fine Ave.

Marysville District

8-hour class - December 1

Location: Sutter-Yuba Association of Realtors, 1558 Starr Drive, Yuba City.

Redding District

8-hour class - November 11

Location: Redding District office, 20308 Engineers Lane.

Sacramento District

40-hour class - November 6-10

8-hour class - November 29

Location: Sacramento District office, 4044 N. Freeway Blvd., Ste. 200. Please call (916) 565-6170 for reservations.

San Jose District

8-hour class - October 14

Location: San Jose District office, 760 N. Emory Street. Please call (408) 295-8788 for reservations.



by Brian Bishop

Safety Director

Refinery safety training is back!

Local 3 once again has an instructor certified to teach the Bay Area Training Corporation (BATC) refinery safety training. A training schedule will be included in next month's *Engineers News*.

News from the SACRAMENTO DISTRICT

Mountain Cascade starts \$19 million water line project

SACRAMENTO — As was discussed in last month's *Engineers News*, work is plentiful throughout the Sacramento area; yellow iron is everywhere.

Teichert Construction has just broken ground at Hwy. 50 and White Rock Road in El Dorado County. This industrial site is a true test of our top operators' abilities. The rock is being ripped with two D-10s and two D-9s. Most residents are pleased to see commercial development there.

This particular site will house a plastic plant, which will employ dozens of local residents and improve the county's tax base. Even the no-growth folks agree with this type of development.

Homer J. Olsen's flood control project is draining our out-of-work list.

Ford Construction, meanwhile, has started the \$3.3 million dump closure in Roseville in Placer County and will be doing some "dynamic compaction" with its subcontractor Howard Baker. Ford Construction has been very successful in the past four years with an expedient, efficient method the company has developed with Local 3's proficient operators.

By press time, Mountain Cascade will have started its \$19 million, 72-inch water transmission line in Placer County for the San Juan Suburban Water District.

Russet Ranch on Hwy. 50 at Scott Road is nearing reality. This is a rocky, highly visible area where one of the world's largest shopping malls is expected to be built. This project may also require an interchange modification and pos-

sibly a light-rail extension and station.

At Prairie Oaks Ranch in Folsom near Intel's computer chip facility, Granite Construction is grading the cobble piles left over from the gold dredging days to make way for a large subdivision. SRC of Folsom is working on a 100-lot subdivision in the upscale housing area near Marina Village, Folsom Lake, in lower El Dorado Hills.

The gravel plants are all working two shifts and long hours. Granite Construction has reeved up its paving operation and has proven efficient by picking up large overlay's requiring the company to operate its hot plant two shifts, six to seven days a week.

Haskins has scrapers removing overburden at the Lonestar plant in Rancho Cordova. It is always good to see some of our Bay Area operators come our way. This signifies that we have plenty of work in the valley. Over the years, when work was slow in our district, many Sacramento operators found work at the refineries or in the Oakland area, so we welcome all out-of-area Operating Engineers. If Old Man Winter will just hold off until the end of the year, valley operators should have plenty of hours. We certainly have the work.

Gary Wagnon,
Business Rep.

News from the **MARYSVILLE**DISTRICT

Oroville members thwart anti-prevailing wage drive

MARYSVILLE – Abolishing prevailing wage laws seems to be a fad these days, a top priority at all levels of government, from the federal Davis-Bacon Act all the way down to cities and counties.

Those of you who regularly read the *Engineers News* can dig back through your back issues and see that the prevailing wage issue has been a major concern of Local 3 for quite some time.

The most recent assault started in 1992 with anti-prevailing wage bills drafted by Calif. Assemblymen Bernie Richter (R-Chico) and Jan Goldsmith (R-Poway). These bills eventually gained the support of the League of Cities and other local government associations. Fortunately, at the time, the Assembly had a Democratic majority, and the Assembly Labor Committee voted the bills down.

But the prevailing wage battle has shifted right into our own back yard. The Oroville City Council recently began considering an ordinance to exempt the city from paying prevailing wages. The ordinance was spearheaded by Dennis Robinson, a non-union Oroville contractor.

But the city council tabled the issue for two

weeks at its June 6 meeting after about 40 to 50 rancorous union members jammed the council chambers in protest of the proposed ordinance. The break gave use time to organized our union members from Local 3 and our Marysville Central Labor Council. We initiated a letter-writing campaign to the city council aimed at educating it on the positive effects that prevailing wages have on the city. We provided the council members with the most recent studies explaining the positive impact of prevailing wages and the consequences of repealing them.

At the June 20 meeting, we were prepared for just about every contingency, from making sure there were no vacant seats in the city council chambers to presenting them with a 15-minute videotape supporting prevailing wages. Dave Palmerlee from Carpenters Local 1486 worked hard circulating an Oroville-area petition that was presented to the city council.

The effort paid off. The city council voted 5-2 against adopting the ordinance. Those members and agents who pushed aside other things in their busy schedules, who rolled up their sleeves ready to

fight off this attempt to destroy prevailing wages, showed their solidarity. This type of teamwork is

an essential element in saving our wages in the construction industry.

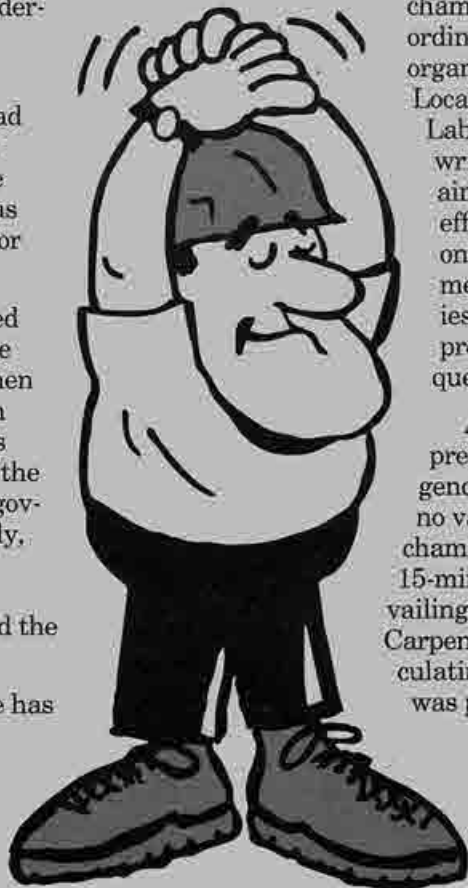
Hats off to all of the retirees and active members who rose to the occasion, whether you were writing letters, active on phone banks, or attending the meetings. This one is a success story, and those of you who involved yourselves must be congratulated. There is an old adage that lightning doesn't strike twice in the same place, but unfortunately, this storm on prevailing wages has not heard that.

No sooner do we finish putting out one fire and we are bolted again, this time in Butte County. The Chico Chamber of Commerce, which is taking the lead in this campaign, intends to conduct a prevailing wage survey on certain jobs on private projects. With this private wage information, the survey organizers hope to petition the California Department of Industrial Relations to make Butte County a separate wage area. The chamber's major objective is to cut workers' wages.

Once again, we are asking for our union brothers and sisters, active members and retirees, for help as we join together to fight off yet another assault on our prevailing wages. Please contact the Marysville hall, as we will be signing up volunteers to help in this campaign.

I would like to thank everyone again who participated in the Oroville campaign. Without your support, we would not have won.

Darell Steele,
District Rep.



News from the **UTAH**DISTRICT

Utah joins Calif. with banner work year

SALT LAKE CITY – Work in Utah is better than it has been for years. Right now, anyone who wants to work can – and probably is. Utah dispatcher H. K. Pang has been scrambling to fill the work orders. He's not used to having so few hands to call on the list.

The crusher at Fife Rock Products in Brigham City is working two shifts, six days a week to keep up with demand for material. Fife's hot plant and asphalt crews also have been keeping busy, along with its shop people and those at the concrete batch plant. We hope the robust work continues for the next few years.

Gibbons & Reed Company is also having a banner year. Gary Siddoway of Gibbons & Reed in Ogden has mentioned the asphalt crews are about 6,000 tons ahead of last year, which was one of the company's better years in asphalt. The rest of Gibbons & Reed's crews – the shop, the crusher and construction – are all busy.

Gibbons & Reed in the Salt Lake area also has lots of work both inside and outside Utah. The company's Salt Lake shop has kept Local 3's dispatch office busy trying to find mechanics and service engineers to maintain the equipment. Shop super-

intendent Lee Pearson has taken every hand we could send him. Shop steward Tim Morley said he's never seen it this busy.

I have been assigned Geneva Rock in the Salt Lake and Ogden areas since Ray Lewis retired July 1. I've made contact with many of you working for Geneva and hope to visit all members there by press time. If you need me, please contact me at the Salt Lake office at 801-596-2677 or let your steward know you want to talk with me.

We just finished contract negotiations with MONROC Inc. and ratified a new three-year agreement. These negotiations were very interesting, as most negotiations are. These weren't our simplest negotiations, but with the good help of Lynn Little, one of our stewards at MONROC for

many years, we were able to come through with a good agreement. Thanks, Lynn, and thanks to all of MONROC's employees for their support.

W.W. Clyde has work at the Park City ski resort and work at Kennecott's project. And there are other contractors throughout the northern part of the state with private and public work.

The Local 3 picnic is coming up August 26 at Murray Park. Let's see you active members there. The retirees always seem to outnumber the active. Let's give them a run for their money this year.

Virgil A. Blair,
Business Rep.



Lodi, Modesto prevailing wages in peril

STOCKTON - Prevailing wage rates are in peril in Lodi and Modesto. The Lodi City Council is seriously considering abolishing its prevailing wages. We strongly urge the members and their families to write and call their city council representatives and demand they do not change the city's existing prevailing wage system.

Modesto City Council was going to vote on throwing out its prevailing wage law July 25, but there was such an outcry from labor and local contractors the issue was tabled until August 21.

Modesto is already a charter city; therefore, it would be a simple task for the city council to discontinue prevailing wages. These are serious threats that could drive our wage rates down and cause us to have to lower fringe benefits in order to get jobs. Below are the addresses and phone numbers of the city council members in Modesto and Lodi. Please write and call them.

Modesto City Council
P.O. Box 642
Modesto, CA 95353
(209) 577-5223, Fax: (209) 571-5128

Richard A. Lang, Mayor - Home: 526-4430, Business: 576-4261,
Term expires 1995.

Stan Dobbs, Chair 1 - Home: 523-9019, Term expires 1995,

Janine McClanahan, Chair 2 - Home: 529-7011, Business: 524-9991,
Term expires 1997.

Frank Muratore, Chair 3 - Home: 524-3608, Cell phone: 988-4639,
Term expires 1995.

Kenni Friedman, Chair 5 - Home and business: 529-0703,
Term expires 1997.

David Cogdill, Chair 6 - Home: 526-2479, Business: 523-9365,
Term expires 1995.

Lodi City Council
P.O. Box 3006
Lodi, CA 95241-1910

Steve Mann, Mayor - Business: 368-6274

David Warner, Councilman - Business: 368-5175

Jack Sieglock, Councilman - Business: 531-1858

Ray Davenport, Councilman - Business: 334-0822

Phil Pennino, Councilman - Business: 942-1730

Stockton's work picture

Work in our six counties continues to increase, and our out-of-work list is nearly depleted, with more projects being bid weekly. The following is a report of jobs bid this quarter.

George Reed of Modesto

- \$516,724 worth of asphalt surfacing in Calaveras, Toulumne city streets.
- \$75,555 for the Modesto Airport Way extension.
- \$103,379 for the Almond Street improvements.
- \$563,580 asphalt overlay of various roads in Calaveras County.
- \$213,270 for Pine Grove parking lot and concrete storage bins.
- \$123,340 for San Joaquin County, Elkhorn Golf Course resurfacing.

Teichert Construction

- \$274,356 for Modesto Airport improvement.
- \$1.8 million for the San Joaquin County recycle center and sanitary landfill module.
- \$417,982 for 11th Street resurfacing near Tracy in San Joaquin County.
- \$4.5 million for Tracy highway construction.
- \$1 million for Modesto architectural barrier.
- \$419,308 for Stanislaus and San Joaquin counties asphalt surfacing.
- \$1.5 million for reconstruction of Main Street in Ripon.
- \$236,572 for San Joaquin County Chestnut Street reconstruction.
- \$504,113 for San Joaquin County West Lane Heights Park.
- \$1.6 million San Joaquin Co., Stockton Airport shoulder/taxiway repair.

'95 Stockton picnic

Once again, the Stockton District picnic held at Micke Grove Park was a huge success. The children had a great time and so did the adults.



← Taking a
short rest
at the
picnic.



→ Will
Sutcliffe,
Cook
Engineer
Rep. turns
over the
meal.



← Disputes
and face
painted
dinner
dinner.

Granite

- San Joaquin County Lovelace Road widening for \$415,330.
- Tracy Boulevard resurfacing for \$415,330.
- Loomis Avenue resurfacing for \$73,965.
- Escalon-Bellota Road resurfacing for \$265,695.
- Tracy Kesson Road reconstruction for \$74,485.
- San Joaquin County Road resurfacing for \$723,550.

DeSilva-Gates: \$6.9 million Stanislaus County Landfill on Geer Road, with Jefferies providing the surveying.

Alan A. Waggoner: San Joaquin County storm drain project on Grantline and Naglee Road for \$187,450 and Tracy storm drains for \$183,979.

DSS Contractors: Lathrop street overlay for \$234,604 and San Joaquin County 12-inch water pipeline from "J" Street to Louise Avenue.

F&H: Calaveras County bridge approaches west to east of the Middle Fork of Mokelumne River Bridge at \$1.9 million, and Julia Morgan Elementary School in Stockton for \$5 million.

Earth Works: Tracy parking lot improvements worth \$647,820.

AM Stephens: Lodi reconstruction of Lodi Streets worth \$180,474, and Reclamation District 1601 levee project, phase 1, for \$741,150.

Branaugh Construction: Comanche Campground Recreation Area paving improvements worth \$831,920.



The Santa Rosa picnic

As usual, the July 30 Santa Rosa District picnic at the Windsor Water Works sold out, with more than 600 people gathering for a day of fun in the real hot sun. Temperatures reached 101 degrees this year, so folks took full advantage of the four water slides and swimming facilities.

Lunch was prepared this year by Angelos Meats and consisted of chicken and tri-tip roast beef and all the trimmings, plus all the soft drinks and beer you could drink.

The highlight of the picnic, as it has been for the past several years, was the speeches by some of the Santa Rosa area's most prominent labor leaders, politicians, political candidates and community activists. Guest speakers included Rep. Lynn Woolsey, state Senator Mike Thompson, Sonoma County Supervisor candidate Bill Dowd, Sebastopol Vice Mayor and former Local 3 member Ken Foley, as well as Local 3 Business Manager Tom Stapleton and Recording-Corresponding Secretary Rob Wise.

Kaiser Sand and Gravel job steward Gary Pina won the top raffle prize, a Hawkins black powder rifle, and Chris Hendricks won a scaled down version of a John Deere tractor.

The Santa Rosa District would like to thank all those who helped plan, organize and carry out the picnic. As usual, it was a huge success.

PHOTO LAYOUT

1) Canopies provide needed shade, where temperatures reached over 100°
 2) Angelos Meats provided the 600 picnics with chicken and tri-tip roast beef
 3) Business Manager Tom Stapleton tells members about how important it is to stay politically active during these periods of attacks on prevailing wages
 4) Rep. Lynn Woolsey 5) State Senator Mike Thompson 6) Recording-Corres. Sec. Rob Wise returns to district where he served as dispatcher, business rep. and district rep. to address members
 7) Former Local 3 member and current vice mayor of Sebastopol Ken Foley 8) Bill Dowd, candidate for Sonoma Co. supervisor 9) District Rep. Bob Miller addresses the crowd



RETIREE ASSOCIATION MEETINGS

SALT LAKE CITY - Pi Chapter Picnic & Meeting
Sat. August 26, 1995 12:00 PM
Murray Park
495 E. 5300 S.
Murray, UT

OAKLAND - Nu Chapter
Wed. Sept. 6, 1995 10:00 AM
Oakland Zoo, Snow Bldg
9777 Golf Links Rd.
Oakland, CA

CONCORD - Mu Chapter
Thurs. Sept. 7, 1995 10:00 AM
Concord Elks Lodge #1994
3994 Willow Pass Rd.
Concord, CA

LAKEPORT
Thurs. Sept. 21, 1995 10:00 AM
Senior Citizens Center
527 Konochi
Lakeport, CA

SANTA ROSA - Chi Chapter
Thurs. Sept. 21, 1995 2:00 PM
Luther Burbank Center
50 Mark West Springs Rd.
Santa Rosa, CA

WATSONVILLE - Iota Chapter
Thurs. Sept. 28, 1995 10:00 AM
VFW Post 1716
1960 Freedom Blvd.
Watsonville, CA

SAN JOSE - Kappa Chapter
Thurs. Sept. 28, 1995 2:00 PM
Italian Gardens
1500 Almaden Rd.
San Jose, CA

EUREKA - Alpha Chapter
Tues. Oct. 3, 1995 2:00 PM
Operating Engineers Bldg.
2806 Broadway
Eureka, CA

REDDING - Beta Chapter
Wed. Oct. 4, 1995 2:00 PM
Moose Lodge
320 Lake Blvd
Redding, CA

MARYSVILLE - Gamma Chapter
Thurs. Oct. 5, 1995 2:00 PM
Sutter-Yuba Board of Realtors Bldg. 1, 1558 Starr Dr., Yuba City, CA

FRESNO - Theta Potlock Picnic & Mtg
Tues. Oct. 10, 1995 11:00 AM
Woodward Park - Valley View Area
7775 Friant
Fresno, CA

AUBURN - Epsilon Chapter
Thurs. Oct. 12, 1995 10:00 AM
Auburn Recreation Center
123 Recreation Dr.
Auburn, CA

SACRAMENTO - Zeta Chapter
Thurs. Oct. 12, 1995 2:00 PM
Operating Engineers Bldg.
4044 N. Freeway
Sacramento, CA

CERES
Thurs. Oct. 19, 1995 10:00 AM
Morris Bldg.
800 E. Morris
Modesto, CA

STOCKTON - Eta Chapter
Thurs. Oct. 19, 1995 2:00 PM
Operating Engineers Bldg.
1916 N. Broadway
Stockton, CA

RENO - Xi Chapter Mtg. & Open House
Sat. Oct. 21, 1995 12:00 PM
Operating Engineers Bldg.
1290 Corporate Blvd.
Reno, NV

FAIRFIELD - Chi-Gamma Chapter
Thurs. Nov. 9, 1995 2:00 PM
Operating Engineers Bldg.
2540 N. Watney
Fairfield, CA

S. F. - SAN MATEO - Kappa Nu Chapter
Thurs. Nov. 30, 1995 10:00 AM
IAM Air Transport Employees
1511 Rollins Road
Burlingame, CA

IGNACIO - Chi Beta Chapter
Thurs. Nov. 30, 1995 2:00 PM
Alvarado Inn
250 Entrada
Novato, CA

GOP seeks 30 percent cut in NLRB budget

When President Clinton nominated William B. Gould to chair the National Labor Relations Board in late 1993, Republicans tried unsuccessfully to defeat Gould's nomination because the GOP feared Gould would be too friendly to labor. A little more than a year into Gould's term and Republicans have sought a form of revenge.

Two of the most conservative members of the House Appropriations Subcommittee on Labor, Health and Human Services - Reps. Jay Dickey (R-Ark) and Ernest Istook (R-Okla.) - have successfully submitted amendments to the fiscal 1996 federal budget that would slash the NLRB's budget by 30 percent.

Experts say such drastic cuts would cripple the agency's ability to settle labor disputes, which would lead to a huge backlog in cases, thereby forcing unions and other organizations to seek recourse in federal court. This would lead to greater costs and delays in resolving employment disputes.

House Appropriations Committee Chairman Bob Livingston (R-La.) agreed with the amendment, contending the board's neutrality has been breached in recent years because its decisions have tended to favor labor over management.

One of the biggest GOP complaints is the agency has been "too aggressive" in obtaining injunctions under Section 10(j) of the National Labor Relations Act. Dickey and Istook's amendment would not only require much tighter restrictions of Section 10(j) but also require that Section 10(j) injunctions be approved by a four-fifths board majority.

Responding to GOP complaints, Gould said that this provision of the NLRA sets the framework of

adherence to the rule of law and is an essential contribution to the health of the country's economy because of its role in settling disputes and bringing parties to the bargaining table.

Gould hailed Section 10(j) as what saved the 1995 baseball season. Gould said Section 10(j) is used sparingly, in about only 4 percent of complaints brought by the NLRB.

Gould said that if the cuts are approved, the NLRB would have to lay off hundreds of employees, close half of its 52 field offices, impose a one-third reduction in training and travel budgets, and abandon its effort to automate.

GOP freshmen a well-heeled lot

Many of the freshmen Republicans who rode to victory on a wave of anti-Washington populism in November arrived in Congress with considerable wealth earned through business ventures, lucrative professional practices or profitable investments, according to financial reports filed for 1994.

Nearly one-fourth of the GOP newcomers to the House and Senate reported holdings worth at least \$1 million. For example, Senator Bill Frist (R-Tenn.), a heart and lung surgeon, comes from a prominent Nashville family that owns the nation's largest chain of for-profit hospitals. He has assets valued at between \$17.2 million and \$26.5 million.

At least three of 11 first-term Senate Republicans and 15 of 73 in the House disclosed assets exceeding \$1 million. A similar proportion of the freshmen House Democrats who managed to prevail amid the Republican onslaught - three of 13 - were similarly wealthy.



Fringe can't from p. 14

Trust fund records for all dependents are filed under the member's name and Social Security number. The trust fund office reports that students and schools often send the verifications without claim forms or other identifying information such as the member's name and Social Security number.

In many cases, the trust fund can not match these forms to the proper member. It is important to remember the trust fund handles the accounts for thousands of members. Always be sure all correspondence is properly identified.

Retirees Association meetings

The schedule for the upcoming round of Retirees Association meetings has been completed. Be sure to check the schedule on this page and come to the meeting in your area. As always, union and trust fund representatives will be there to bring you up to date on union and benefit matters.



MEETINGS&ANNOUNCEMENTS

IMPORTANT NOTICES:

➤ **New starting time for District Meetings**

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

➤ **Reno Office moves to a temporary location**

The Reno District office has moved to a temporary location at the trust fund building. The temporary address is as follows:

445 Apple Street, Suite 100

(across from the east side of Park Lane Mall)

Reno, Nevada

(702) 329-0236 (same telephone number)

Meanwhile, the new facility for the Reno District office is under construction and should be completed in the fall of 1995.

➤ **Santa Rosa District Meeting DATE CHANGE**

Recording-Corresponding Secretary Robert L. Wise announces that the Santa Rosa District membership meeting date has been changed from Sept. 21, 1995, to the following:

September 19, 1995

7 p.m.

St. Eugene's Church

2323 Montgomery Drive

Santa Rosa, CA

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of July 1995, and have been determined to be eligible for Honorary Membership effective October 1, 1995. They were presented at the July 15, 1995 Executive Board Meeting.

Gordon Bader	Reg #1043672
J.T. Broadway	Reg #0987318
Jack Degraw*	Reg #1001645
Harold Houx	Reg #1043707
L. J. Harper	Reg #0649342
Grover Johnson	Reg #0369152
Russell Kite	Reg #0899383
Paul E. Paulsen	Reg #0638875
Ewell Paxton	Reg #1043707
Alva Peach	Reg #0845450
Jewel C. Rigby	Reg #0730219
Maximo Santiago	Reg #0921535
Jim Sinnott*	Reg #0865547

*Effective July 1, 1995

DEPARTED MEMBERS

Arnold, Grover	Medford, OR	06/02/95
Austin, Ray	Sacramento, CA	06/17/95
Berger, Charles	San Carlos, CA	05/27/95
Boger, William	Bethel Isl, CA	06/21/95
Cabinan, Eugenio	Honolulu, HI	06/28/95
Carllock, Ira	Redwood City, CA	06/10/95
Davis, Clyde	Union City, CA	06/03/95
Evans, Henry	Marysville, CA	06/16/95
Fernandes, Henry	Oakland, CA	06/09/95
Fogle, Curt	Sacramento, CA	06/01/95
Frazier, Eugene	Clovis, CA	05/12/95
Harding, Jesse	Citrus Hts, CA	06/03/95
Kapiko, William	Kaneohe, HI	05/25/95
Keithly, Joseph	Sun Lakes, AZ	05/30/95
Kim, Francis	Kaunakakai, HI	06/15/95
Martin, Eugene	Weimar, CA	06/11/95
McKay, Delbert	Modesto, CA	05/23/95
Merian, Don	Linden, CA	05/20/95
Mikasobe, Henry	Waianae, HI	06/12/95
Nakamura, T.	Honolulu, HI	05/21/95
Nelson, William	Provo, UT	05/25/95
Ormonde, Ray	Prineville, OR	05/29/95
Patrick, Robert	Eagle Point, OR	05/29/95
Price, Everett	Topock, AZ	06/28/95
Ramos, Lawrence	Clovis, CA	06/13/95
Ratto, Linda	Alameda, CA	03/23/95
Roppel, Dean	Fremont, CA	06/08/95
Yapps, George	Stockton, CA	06/16/95
Tolvivar, Jens	Fremont, CA	06/07/95
Wise, Elmer	Santa Rosa, CA	06/25/95

Deceased Dependents

Gomes, Ruth (wife of Oliver Gomes)	05/13/95
Graer, Virginia (wife of Jimmy Greer)	05/17/95
Logan, Berniece (wife of Lawrence Logan)	06/17/95
Machado, Charlene (wife of Alfred Machado)	06/13/95
Miller, Geraldine (wife of Lavern)	05/13/95
Owens, Ellen (wife of Lee Owens)	06/05/95
Peralto, Berniece (wife of Manuel Peralto)	05/95
Sanders, June (wife of James Sanders)	06/22/95
Standard, Fay (wife of Jack Standard [dec])	06/21/95
Stanley, Bessie (wife of William Stanley)	05/24/95
Switzler, Iva (wife of Lester Switzler [dec])	05/26/95

DISTRICT MEETINGS

All district meetings will convene at 7 pm.

AUGUST 1995

10th.....	District 50: Fresno, CA
	Laborer's Hall
	5431 East Hedges
17th.....	District 01: San Francisco, CA
	Seafarers Int. Aud.
	350 Fremont St.
24th.....	District 11: Reno, NV
	Airport Plaza Hotel
	1981 Terminal Way
25th.....	District 12: Salt Lake City, UT
	Engineers Building
	1958 W. N. Temple
31st.....	District 04: Fairfield, CA
	Engineers Building
	2540 N. Watney Way

SEPTEMBER 1995

7th.....	District 20: Oakland, CA
	Local 3 Headquarters
	1620 S. Loop Rd.
	Alameda
12th.....	District 17: Hilo, HI
	Hilo ILWU Hall
	100 W. Lanikaula St.
13th.....	District 17: Maui, HI
	Waikapu Community Center
	22 Waiko Place
	Wailuku
14th.....	District 17: Honolulu, HI
	Washington Intermediate
	School Cafeteria
	1633 South King St.
19th.....	District 17: Kona, HI
	Holualoa Imin Community Ctr.
	76-5877 Mamalahoa
	Holualoa
19th.....	District 10: Santa Rosa, CA
	St. Eugene's Church
	2323 Montgomery Drive
21st.....	District 17: Kauai, HI
	Kauai H.S. Cafeteria
	Lihue
28th.....	District 90: San Jose, CA
	Labor Temple
	2102 Almaden Road

OCTOBER 1995

3rd.....	District 40: Eureka, CA
	Engineers Building
	2806 Broadway
4th.....	District 70: Redding, CA
	Engineers Building
	20308 Engineers Lane
5th.....	District 60: Marysville, CA
	Cannery Workers
	3557 Oro Dam Blvd.
	Oroville
12th.....	District 80: Sacramento, CA
	Engineers Building
	4044 N. Freeway Blvd.
19th.....	District 30: Stockton, CA
	Engineers Building
	1916 North Broadway

Free Want-Ads for Members

SWAPSHOP

FOR SALE: '83 GMC 3/4 ton pick-up. Turbo diesel, AT, AC, camper shell w/carpet kit. \$4,000 OBO. (916) 671-1724. Reg #1855418 7/95

FOR SALE: LeTourneau welding truck. GMC panel, 300A Lincoln welder on power takeoff. Rebuilt engine. \$1,000 OBO. (916) 963-3261. Reg #888800 7/95

FOR SALE: 1973 Smuggler Camping Trailer. Built to haul motorcycles; 16'; sleeps 4, stove, icebox, sink w/two 5-gal. propane tanks, elec brakes, equalizing hitch & bars. Will hold 2 bikes or 2 Quads. \$2,500. (510) 449-5146. Reg #1953042 7/95

FOR SALE: 1968 Chevy CST 3/4 ton. Blue & white, 327-36, 144 mi. on rebuilt engine, 400 turbo trans, AC. All orig, one owner. 95° restored as new. All receipts. \$10,500 firm, w/free 11'9" camper. New refrig & hot water, fair cond. (916) 742-2411. Reg #0711891 7/95

FOR SALE: 1985 Mercury Capri-GS. 5.0 liter V8. Also: Mikasa crystal stemware, never used; used redwood 2x4, 4x4, 1x6 (100 ft). All prices negotiable. (408) 274-5591. Reg #2105272 7/95

FOR SALE: Pool table. Still in box. Make an offer. Call Miguel in San Jose (408) 286-9178. Reg #0750523 7/95

FOR SALE: 3208 Cat engine. Runs fine but needs rebuild, 210HP at 2800 RPM, non-turbo. \$2,250 OBO. (510) 886-4444. Reg #1774574 7/95

FOR SALE: '55' Chris-Craft. 1962 twin 871 GMC, 15 KW gen, 3 staterooms, all elec. galley. Market price: \$80,000, have to sell now for \$35,000. (707) 823-4667. Reg #924959 7/95

FOR SALE: '88 Excel 32.5-ft. 5th wheel. Queen Island bed, walk-through bath, oak interior, air, awning like new, in & out. (503) 352-6660. Reg #0381659 7/95

FOR SALE: Coronada Camper. 8 1/2-ft, sleeps 6, with Edie boat loader, toilet, refrig, gas or elec, with Dyna-Lift loader. \$1,000. Also: 12-ft Klamath boat; 7 1/2 Hp Evinrude motor. \$700. (209) 745-2517. Reg #0854101 7/95

FOR SALE: 1982 Mack cab-over water truck. 3800 gal. tank. Complete equipment for roadwork and firefighting. Many extras! Call for details. \$35,000. (209) 754-4466. Reg #0803100 7/95

FOR SALE: 1979 Ford Rancho. White/red, int 351 Clev motor rebuilt, AC, AM/FM, new tires, battery, good cond. \$3,500. (916) 963-3261. Reg #888800 7/95

FOR SALE: 7 space zone for 21, Washroom, well, barn, other buildings, double wide office and home on separate lot. Buildings, trees all on 3 acres for \$120,000. Call (916) 963-3261. Reg #888800 7/95

FOR SALE: 1986 Ford 755A backhoe. Original owner, 18", 24", and 36" buckets. 4-in-1 loader bucket. Asphalt cutting wheel included. \$16,500. Neil (707) 374-6048. 7/95

FOR SALE: Link Belt HTC-25 w/70' boom, 25' jib. \$68,000. Stella (707) 762-2180. Reg #0795985 7/95

FOR SALE: Grove 15 T 65' with clam and concrete buckets. \$25,000. Stella (707) 762-2180. Reg #0795985 7/95

FOR SALE: Misc. items. Piano: 1901 Ludwig & Co Parris, Trade No. 47922; made in Buffalo, NY. \$1,000 OBO. Also: '78 Dodge, cozy kitchen, self contained; 72K mi, new tires; \$6,000 OBO. Camper for short bed pick up: \$150 OBO. Camper for 3/4 ton pick up w/jacks: \$200 OBO. Honda cycle, camper special, hall rack on front bumper, 750 mi: \$550 OBO. Tom (209) 984-5716. Reg #1054919 7/95

FOR SALE: Motorhome, 1979 35-ft. Vogue, Dodge 440 engine, great cond., dual AC, gen, mw, blender, bar, TV, bath, awning, car trailer, tub & shower, vanity table, lots of outside storage, \$19,000, call (916) 991-1987. Reg #1006787 7/95

FOR SALE: 17' Fiberglass fishing boat with single axle trailer. Life jackets, bumpers, two anchors, powered by completed overhauled Chrysler 1984 (10 hrs), depth finder, canvas top, Isinglass side curtains. (415) 366-4015. Reg #4847067/95

FOR SALE: 2.5 acres in Siskiyou County. Heavily wooded, level ground, improved graded road 10 min. from McCloud, 20 min. to ski area. Excellent hunting, fishing, close to many lakes. \$14,500. May consider terms. (916) 926-6236. Reg #1993888 7/95

FOR SALE: 1955 Roadmaster Buick. Excellent cond., electric windows, 2-door hard top. \$5,000. Reg #1019990 7/95

FOR SALE: Cemetery lots. 2 southend, east lawn at Southgate Memorial Park (Sacramento, Calif., Hwy 99, Sheldon Rd) \$1,000 ea. (415) 589-1511. Reg #1369508 7/95

FOR SALE: Chest freezer. 8-cubic ft, like new, rarely used. \$200 OBO. (510) 417-1168. Reg #1597767 7/95

FOR SALE: Roll top desk. Beautiful Bear Creek executive model, solid oak with matching chair. \$1,500. Also: Lifecycle model 6500 like new, hardly used: \$1,000. (707) 762-5351. Reg #1203570 7/95

FOR SALE: Celebrity Choice bed. New, adjustable, massaging, super king size, dual controls. Sells for over \$5,000; asking \$3,400. (408) 338-2322. Reg #2181648 7/95

FOR SALE: 5-yd. dump box. Like new; 79 Ford LN7000 Backhoe Transport, new 3208Cat 10-sp/2-sp rear, new tires, alcoa rims like new: \$8,000. Also: Backhoe buckets; Case 36, 30, 24, 18, 12; Cat 18 like new. (510) 679-9120. Reg #2047665 7/95

FOR SALE: Fiberform Cruiser. I/O; 24'-2"; Ford 302; full Delta cover. Frank (510) 797-3553. Reg #0595126 7/95

FOR SALE: 1967 GMC SWB pickup. No engine, no trans. \$500 OBO. Also: 1949 Ford pickup parts, Bed, flat head V8-2 sp. trans, etc. Call for prices. English saddle; used very little, 2 yrs. old, cinch, irons, bust collar: \$250. (916) 534-3407. Reg #2001342 8/95

FOR SALE: Equipment trailer. 3-axle, electric brakes, 17' x 6 1/2', pintle hitch. (916) 622-2775 8/95

FOR SALE: 1994 Lance 880 camper. Extended cab, 10' x 9', fully self-contained, AC/heat, generator, TV, vcr, microwave. Used 4 times. \$16,000. (408) 378-0856 or (408) 379-6728. Reg #1043707 8/95

FOR SALE: 1977 Ideal Trailer. 32-ft, self-contained, TV, stereo w/speakers. Extras: pots, pans, dishes. Well maintained. Registration up to date. Must see to appreciate. \$2,500. (916) 363-1430 after 5:00 pm. 8/95

FOR SALE: 1978 Class "A" motor home. Itasca Sun Cruiser by Winnebago. 55K mi., Dodge 440 engine, new front tires, brakes, refrig. Dash and roof air, microwave, built-in TV antenna, walk-around double bed, self contained. Very good cond. \$8,900. (209) 736-9351. Reg #529168 8/95

FOR SALE: 1991 Sturgis #416. New! \$18,500 OBO. (510) 528-9064. Reg #1974014 8/95

FOR SALE: 1970 Ford Maverick. Runs, 95 tags, needs work. \$300. (510) 606-7280. Reg #1834526 8/95

FOR SALE: Malm free-standing round fireplace. 48" diameter w/10" chimney pipe, all finished in beautiful white enamel. \$250 OBO. Dave (916) 632-0110. Reg #863995 8/95

FOR SALE: 18-ft Eliminator tricked Berkeley polished tunnel Ram, Holleys, MSD, Auto Meter, Bassets. \$11,500 or trade. Leaving state. (916) 742-9132. Reg #1988754 8/95

FOR SALE: House in Yuba County. 3-bd/3 1/2-ba, large shop, barn, fenced, irrig. avail. Great for horses or cows. Year round creek. All on 10 treed acres. Paved access. \$325,000. Leaving state. (916) 742-9132. Reg #1988754 8/95

FOR SALE: 5 acres Foothill property. Fenced, septic tested, irrig. available. Paved road. \$60,000. Leaving state. (916) 742-9132. Reg #1988754 8/95

FOR SALE: Enerpac Hydraulic system. P-84 pump and two RD-256 hyd. cylinders, 2 hose set-ups w/quick couplers. Used twice, like new. Leaving state. (916) 742-9132. Reg #1988754 8/95

FOR SALE: Mountain property. Plumas County, 1/3 acre in LaPorte townsite. Power, water and phone at property, paved access. \$14,000 OBO or trade. (916) 742-9132. Reg #1988754 8/95

FOR SALE: American Canyon home. Manufactured home in secure family park. Large two car garage, central heat & air, 1,744 sq. ft., 2-bd/2-ba, corner lot. (707) 643-3531. Reg #0463892 8/95

FOR SALE: Laser. Laserline ELI. Elevating tripod, receiver, lender, rod, LCD, laser eye at mast. \$3,500 OBO. Call Hank (510) 278-6943. Reg #158258 8/95

FOR SALE: House in Quartz Valley, CA. Overlooking Marble Mts. in Siskiyou Co., 3/4 acres, garage, wood shed, deeded, spring water feeds house. Deer hunting area. \$43,500; owner will finance or trade for boat. (408) 389-4539. Reg #0110191 8/95

FOR SALE: 1968 GMC 3/4 ton pickup. 4x4, 327-V8, locking hubs, positraction, EZ-Lift, elec brake control, light plug, aux tank, 2 sets tires, mounted wheels, camper shell, queen bed, AC, 8-track, radio, new upholstery, other goodies. Looks, feels, and is good. \$4,500. (209) 732-8461. Reg #558773 8/95

FOR SALE: 3 acres in Shingletown area. 4K-ft elev. on Hwy 44; 24 mi from Redding; 20 mi to Lassen Park. All black top roads, near small airport, bldg site is cleared, well & septic are in, beautifully treed. \$45,000/neg. (916) 533-7474. Reg #1006613 8/95

FOR SALE: Home in Berkeley. Will take trade. 1,800+ sq. ft., 1.6 acres, 3-bd/2-ba, horse corral, chicken pen, dog kennel, next to riding trails, near Univ. of Cal. in hills. Centrally located in Bay Area. \$270,000. Steve or Marie Lassen (510) 889-7967. 8/95

FOR SALE: 3 city lots. 3/4 mi. to downtown/Clamath Falls. Beautiful view of the Basin. Bus 1 blk, grocery 1 blk, golfing 1 mi, lake 2 mi. \$7,000 each or all three \$20,000. Also: 25'

Chinook Class A motorhome. 63K mi, new tires, shocks, paint, int; sleeps 5. \$9,900. (503) 798-1073. Reg #0728471 8/95

FOR SALE: 1948 Willys Jeep CJ2A. Stock! In very good cond, unbelievably low mi. \$2,500. Also: 1978 Road Ranger 26' motorhome. Bunkhouse sleeps 6; Dodge 440 engine, cruise, 44K mi, dual air, awning, TV ant, stereo, new carpet, cushion covers and curtains. \$8,500 OBO. (408) 336-8663. Reg #1155490 8/95

FOR SALE: 1989 Terry Taurus trailer. 20', self-contained, gas/electric refrig, dinette, 2 side doors, rear bed, low mi, EZ load hitch, very clean. \$5,800. (916) 988-9693. Reg #1061990 8/95

FOR SALE: 2-bd/1-ba house. Clearlake, CA. Many upgrades, custom cabinets, pellet stove, carport, on a paved street. \$61,000. Also: two adjoining 50' x 100' lots for \$15,000. Or buy all for \$75,000. Call anytime (707) 994-2407. Reg #2057784 8/95

FOR SALE: Allison transmissions. One MT643 and one HT-70. Make offer. (209) 255-4372. Reg #1596066 8/95

FOR SALE: Equipment trailer. 7-ton, 3-axle, electric brakes, 17' x 16 1/2', pintal hitch. (916) 622-2775. Reg #1136355 8/95

FOR SALE: 1988 Ford F150 pickup. White/black trim, 4.9L EFI-16 eng, 5-spd, aux fuel tank, 6250-lb GVWR pkg, PS, PB, long bed, sliding rear window w/shell, black fold away mirrors, Argent rear step bumper, orig owner, 76K mi. Very clean. \$7,000. Call Al evenings (510) 635-9502 or e-mail to GOTHA229@AOL.com. Reg #01511PF4 8/95

FOR SALE: 24' 2" Fiberform cruiser. I/O, Ford 302, full Delta cover. \$6,500 OBO. Frank (510) 797-3553. Reg #059126 8/95

FOR SALE: Estate sale. 2-bd/1-ba on 1 acre in Tehama Co., 25 mi north of Chico. Well out buildings, shade trees, walnut and pecan. \$62,900. Also: 5 acre building site; fenced pasture, water shares paved road. \$40,000. (916) 384-2516. Reg #1054875 8/95

FOR SALE: Antique trunk for 1934-35 Buick. Rear mount, all metal, made by GMC. In great shape. Call Leo in Nevada City (916) 265-5268. Reg #1022348 8/95

FOR SALE: Home on 80 acres. Bring horses! Pole barn 50' x 75', horse barn w/4 stalls & runs. House is 3-bd/2 full baths. 12 mi to town off Hwy 505, NW of Woodland, CA. \$325,000. (916) 662-0677. Reg #1262930 8/95

FOR SALE: 1986 Suzuki Samarai. 4x4, good condition, AM/FM cassette stereo. \$3,000 OBO. Evenings (510) 828-5994. 8/95

FOR SALE: 1978 Sanger Jet Hydro. One of a kind. 460 Ford tunnel ram w/2-750 Hollis, Mallory ignition, blueprinted Berkeley pump, tandem axle trailer w/surge brakes. \$8,250. Don (510) 449-5288. Reg #1704156 8/95

FOR SALE: 1968 Ford Thunderbird engine. Rebuilt 420, auto transmission. \$250 OBO. (209) 931-2058 after 5 pm. Reg #1022395 8/95

FOR SALE: 1994 Dolphin Diesel Pusher motorhome. 34', 6-speed transmission, near new, loaded with upgrades, 9K mi. Must sell; will consider trade. (916) 589-3772. Reg #1051248 8/95

FOR SALE: Mechanics truck. Chevy 1987 1-ton cab and chassis w/Stahl HD 6-compartment body, reinforced for auto crane. Chevy 350 AT, AC, radio, low miles. \$3,500 OBO. (209) 832-8838. Reg #814856 8/95

FOR SALE: Home in Mt. Shasta, CA. 2-bd/2-ba on 1.25 acres, 2 car gar, oak cab, ceramic tile, bay and garden windows, built-in Jenn-Air appliances, monitor heat, 12' x 12' pump house, well w/150+ gpm, 1500 gal septic, RV hook-up w/phone, power, and dump. Beautifully landscaped, auto sprinklers. \$145,000. (916) 926-5520. Reg #2110821 8/95

FOR SALE: 4-wheel drive pop-up camper for short-bed Toyota truck. Propane, self-contained w/heater. Sleeps 2 or 3. \$4,500. Call (415) 699-7895 8/95

FOR SALE or TRADE: 1406 Putzmister concrete pump with Pumpit 105' boom mounted on Int'l 5070 w/225+ ft of 4" hose. Also: Western American 3/4 Hard Rock concrete pump w/450 ft 2.5" hose. (707) 824-9417. Reg #1897337 8/95

FOR SALE or TRADE: Waterfront property. Great vacation house or all year long. 1-bd/1-ba w/sleeping loft, fireplace w/insert in living room, fully landscaped, 25 ft covered berth. Unwind and enjoy fishing and recreation on the Delta. (510) 684-2415. Reg #1087675 8/95

FOR SALE or TRADE: Mobile home in Clearlake, Calif. Covered 8' x 40' with large porch on fenced 60' x 95' lot. Storage building. \$35,000 cash or trade for home in Oregon of equal value. (707) 995-7031. P.O. Box 1056, Clearlake, CA, 94522. Reg #1196400 7/95

WANTED: Shredder. To accommodate my 4-cyl, 22 hp engine. (916) 988-3642. Reg #0956148 7/95

WANTED: OLD WATCH FORB

Anyone with any old fobs laying around in a drawer or collecting dust somewhere who would like to see them put to good use, we are interested. We have a retiree who is working on a collection that will be on display in the new Reno District office. Please send to:

Operating Engineers
445 Apple St., Ste. 100, Reno, NV 89509

SwapShop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate. To place an ad, simply type or print your ad legibly and mail to:

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

OR FAX ADS TO: SwapShop (510) 748-7471.

Ads are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in SwapShop. No phone-in ads please.

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

PERSONALNOTES

►The **Oakland District** office would like to extend its condolences to **Robert McSorley** on the death of his father, **George McSorley**, on July 11. Sincere condolences to **Larry Edgcombe** on the death of his mother, **Dorothy** (July 24). She was the spouse of long time member **Harold "Happ" Edgcombe**.

►The **Santa Rosa District** office wishes to express its sincere condolences and prayers to the following departed: **Elmer Wise** (6/24), father of **Robert L. Wise**. Local 3's Recording-Corresponding Secretary; Public Employee **Lewis R. Davidson** (7/1), survived by his wife **Bev**; and **Jim DalPazzo** (7/1), survived by his wife **Antoinette**.

►The **Marysville District** office wishes to express its sincerest condolences to the families and friends of the following deceased brothers: **Jesse DeWitt**, **Willard L. Nations**, **Randy Booth**, **Carroll Jackson**, **Elton Mylar**, **Bob Sutton**, **Henry Evans**, **Elmer Walker**, **Robert J. Kelley, Jr.**, **Everett Edwards**, **Robert M. Miller**, **Fred Mullineaux**, **Marlin Perry**, **Gary Drummond**, **Forrest Elwell**, **Reuben Kingsbury**, and **Edmund McRae**. Also to the families and friends of active brother **Mark Pendergrass** and public employer **Sarah Raines**. We apologize for printing these so late.

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Engineers!**

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Alameda, CA 94502

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*Plus shipping & handling. Allow 3-4 weeks for delivery.

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