Sacramento's wastewater treatment plant

See story on page 12
The most mismanaged, unproductive, small-minded, amateurish and downright pathetic legislative session in memory finally ended September 15 in Sacramento. What more can be said? Anything else I could add would probably be unprintable.

Suffice it to say that if we clocked the time the Republican caucus spent on governing versus the amount of time they spent on in-house horseplay and back-stabbing, the voters would demand a recall on just about every one of them.

A comprehensive list of all their idiotic acts would fill this newspaper, let alone one short column. But just a brief snapshot of how the Republicans have squandered their time and energy over the fight for leadership of the Assembly gives you a pretty good idea of what it has been like.

Even before the very first day of the legislative session last January, the GOP caucus was salivating over the prospect of finally dumping Democratic speaker Willie Brown. Five months later, they still hadn’t accomplished the job. Willie Brown had been able to maintain his position by keeping all 39 Democratic votes and one Republican vote – Assemblyman Paul Horcher from West Covina, Calif. It was glaringly apparent that the Speaker – even when he was against the ropes – was far more than their match.

The Republicans mounted a recall election against Horcher, and by the end of May they had managed to oust him from his seat. With one more Assembly vote in their favor, the Republicans made another run at the Speaker. Just as they leaped into the air for the big tackle, Willie Brown sidestepped them again. He announced his resignation as speaker and engineered a vote for Assemblywoman Doris Allen as the new speaker. She received all 39 Democratic votes, plus her vote against 39 of her fellow Republicans.

Like the old Keystone Cops who keep making the same stupid, predictable stunts, the Republicans announced they would immediately mount a recall against Allen. Throughout the summer months, the GOP caucus spent far more time bad-mouthing Allen and navel-gazing than working on legislation. During the last week of the session, the last vacant Assembly seat was filled, due to another special election. Now the Republicans had their 41 votes to get rid of Allen. With two days left in the legislative session, the last day scheming in secret meetings on how and when they would hold a vote for Speaker.

Yet again they were cut off short. Assemblyman Brian Setencich of Fresno, considered one of the more moderate Republicans, received all 39 Democratic votes plus his and Doris Allen’s votes for the magic 41. We now have a speaker whose grand total experience in the Legislature is nine months. As sad as it seems, it is far more preferable than to let one of the extreme right-wing Assembly members have the post. To sum it up, this year has been a disaster. But can we expect next year to be any better?
as the war to protect our members from an all-out assault on prevailing wage laws reaches a fever pitch nationally and in California, new battle lines are now being drawn at the local level.

Last month, an attempt by city council members in Modesto to quietly install an ordinance that would eliminate prevailing wage regulations on city-funded construction projects was derailed temporarily through last minute efforts by the Operating Engineers Local 3 and other building trades unions. Union leaders and local contractors reacted swiftly and demanded a public hearing when it was revealed that a proposal to eliminate local prevailing wages would be on the July 25 city council agenda.

"When the city council realized we were ready to go to war over this issue, they kicked off and scheduled a public hearing before the Finance Committee," Stockton District Representative Dave Young said. The Finance Committee is composed of the Mayor of Modesto and two other city council members.

However, the willingness of the city council to allow public testimony on the prevailing wage issue proved to be only skin deep. On Aug. 21, union employees and contractors packed the Modesto City Council chambers in an impressive display of support for prevailing wages. Acting like a school teacher facing down an unruly class, Chairwoman Kini Friedman made it clear at the start of the meeting that she would not tolerate any comments or noise from the audience.

A staff member was asked to present the city's findings on the costs of the prevailing wage ordinance. With prevailing wages we are able to afford homes, pay taxes... and avoid becoming a burden on the community.

Local 3's fight to keep Modesto prevailing wages

With prevailing wages we are able to afford homes, pay taxes... and avoid becoming a burden on the community.

"If you're asking us to take a cut in wages and benefits, then you should be willing to take the same cut," suggested a local laborer. "This should be good enough for all city workers from top to bottom."

In spite of the compelling testimony, it was clear that the Finance Council members had already pre-planned their moves. Lame duck council member Jeff Geist of Teichert Construction lauded the Finance Council for their "highly skilled, dedicated" workers that enable his company to work competitively. "The perception that lower wages mean lower construction costs is not true," he said.

Workers in the audience reacted with indignation when Barbara Keating-Edh, wife of a local non-union contractor, testified that eliminating prevailing wages would save money for the city and allow non-union firms to use their employees more efficiently, as they do in the private sector. Chairwoman Friedman slammed her gavel and demanded silence from the audience, threatening to adjourn the meeting if order was not restored.

Chairwoman Friedman said that the proposal to exempt local prevailing wages was partisan politics at its best and amounted to an abuse of the political process.

"When the city council decided to go to war over this issue, they realized we were ready to go," said Steve Keating, president of Operating Engineers Local 3. Keating said the city council would be faced with the same cut after prevailing wages are eliminated.

"We urge you to keep the prevailing wage," Local 3 Business Representative Tom Aja, a resident of Modesto, questioned the scope and accuracy of the city council's staff report. "Not only are the staff reports inaccurate in its findings, it completely fails to address the hidden costs the community would be faced with if prevailing wages are eliminated.

California Constitution, three of which have occurred in a little more than a year, and a fourth, against Allen to take place this November in her Orange County district.

Assemblyman Machado easily fends off GOP recall

Democratic Assemblyman Michael Machado easily defeated a Republican attempt to recall him from office by nearly a 2 to 1 margin. Republicans wanted Machado booted out of office because he voted for Willie Brown for Assembly speaker earlier this year.

Local 3 and other labor unions played an active role in opposing the recall. Just about every Local 3 business agent and district representative in Northern California walked precincts and staffed phone banks.

Critics of the recall, which cost San Joaquin County taxpayers $200,000, contend the recall was partisan politics at its best and amounted to an abuse of the political process.

If the GOP can rust some of the Democrats for the assembly lobby, the recall vote will further weaken the GOP and put the party on the defensive.

Since last year's general election, Republicans have waged a recall war against certain members of the assembly who supported Brown. The Machado recall came on the heels of the May recall of Southern California Assemblyman Paul Horder, who switched from Republican to independent and voted for Brown for Assembly speaker. Republican Assemblywoman Doris Allen, who stepped down as speaker September 14, is also facing a GOP-sponsored recall in Southern California.

Some Republicans, like GOP Assemblyman Bernie Richter of Chico, admitted the recall was a "grave mistake" that would backfire on Republicans. An August 24 Sacramento Bee editorial concurred, saying the recall was "a turning point in the growing abuse of a process that was designed to be used sparingly and only in the most extreme circumstances."

There have been only six attempts in California to recall legislators in the past 81 years since the recall process was put into the California Constitution, three of which have occurred in a little more than a year, and a fourth, against Allen to take place this November in her Orange County district.

"It's very clear we have our work cut out for us," Local 3 Business Representative Tom Aja, a resident of Modesto, observed after the meeting. "The ball is in our court. Our members in Modesto must go to work to defeat this proposal. Everyone needs to take a personal interest in this vital issue and call their city council to tell them they will not receive our support in the next election if they vote wrong on this issue."

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Leveling the playing field

For a decade now, the Foundation for Fair Contracting has helped bring stability to the construction industry by keeping a watchful eye on Northern California's public works contract bidding

By Steve Moler
Assistant Editor

In public works the phrase "competitive bidding" is supposed to describe the process whereby contractors vie on relatively equal terms for construction contracts. If everyone plays by the rules, so the theory goes, the most competent, efficient contractor will get the job.

But, unfortunately, not all contractors play by the rules. Some go to extraordinary—and often illegal—lengths to gain an unfair competitive advantage. They'll low-ball bids by using inferior building materials, taking engineering short-cuts, underreporting payroll to avoid paying taxes, or paying workers below the required prevailing wage rate.

When this happens, the construction industry in particular and our entire society in general suffer. Not only do legitimate contractors have trouble competing, but unemployed and underpaid workers wind up on welfare, the state is robbed of vital tax revenue, and taxpayers foot the bill for cost overruns and shoddy workmanship.

Overburdened and underfunded state enforcement agencies can only curb a portion of the illegal activities. That's why a group of union contractors got together with Local 3 Business Manager Tom Stapleton back in 1984 and formed a labor-management job-monitoring organization called the Foundation for Fair Contracting (FFC).

What the FFC does
Since May 1985, the FFC has been providing the construction industry with an array of services designed to ensure fairness in public works contract bidding in California. The FFC monitors construction projects to ensure worker wages, classifications and apprenticeship standards comply with state and federal laws.

The FFC also provides the industry with up-to-date prevailing wage-rate information, sponsors workshops and seminars covering public works law, helps awarding agencies understand current wage laws and establish labor compliance programs, and serves as a liaison with law enforcement agencies.

The FFC is governed by a 12-member board of directors made up of six representatives from labor and six from management. Administrator Daril Wiley supervises five full-time field representatives and nine to 13 monitors who cover Northern California from the Oregon border to as far south as Kings and Tulare counties.

Since its inception 10 years ago, the FFC has investigated a staggering 4,650 cases covering 46 California counties. Of the 2,675 projects the FFC has actually monitored, more than half—1,592—resulted in complaints being filed by the FFC and assessments of over $9 million in back wages and penalties as a direct result of FFC investigations.

This kind of additional investigating—above what the state can provide—is what helps keep all contractors on an equal footing and ultimately brings stability and consistency to the industry. When everyone is doing business under the same rules and conditions, only the best, most competent contractors prosper, rather than those who can merely best manipulate the system.

The winning formula
The FFC's stunning success over the years in uncovering unfair and illegal practices has come as a result of sheer hard work, painstaking research and good old-fashioned detective work. A typical investigation begins with the FFC searching public works bid and contract documents for unusual activities. If, for example, a winning bid appears extraordinarily low or the winning contractor has investigated a staggering 4,650 cases covering 46 California counties. Of the 2,675 projects the FFC has actually monitored, more than half—1,592—resulted in complaints being filed by the FFC and assessments of over $9 million in back wages and penalties as a direct result of FFC investigations.

For a decade now, the Foundation for Fair Contracting has helped bring stability to the construction industry by keeping a watchful eye on Northern California's public works contract bidding.
Examples of abuse

That's precisely what happened when the FFC learned that a non-union underground subcontractor, Burnup & Sims, was underpaying its employees on a California State University Fresno data systems project in early 1985 by using a communication technician classification for all crafts working on the job. When Burnup & Sims ignored the FFC's request to properly classify its employees, the foundation contacted CSUF, which also refused to enforce the correct wage determinations.

The FFC then launched a full-scale investigation by requesting certified payroll records and placing an on-site monitor to take notes and pass out wage information. The investigation resulted in the FFC filing a complaint with the Department of Industrial Relations' Bureau of Field Enforcement, which filed suit in Fresno County Superior Court in March 1991. After four years of litigation, the court determined that Burnup & Sims had indeed violated the law, and the company paid more than $396,000 in wages and penalties, the largest single collection in FFC history.

A similar case took place beginning in April 1990 when the FFC spotted non-union Associated Pipeline performing water, sewer and storm drain work on a new public golf course in Modesto. After a thorough investigation, which also included obtaining certified payroll records and placing a monitor at the scene, the FFC determined that the company was paying all its employees just $6 an hour. The FFC filed a complaint in July 1990 with the Bureau of Field Enforcement, which collected over $90,000 in wages and penalties on three different Associated Pipeline projects.

The Dirtmovers case

One of the FFC's most successful cases came to a head just this past summer, when the owner of non-union Dirtmovers Inc. and his payroll manager and girlfriend were arrested June 19 for allegedly falsifying certified payroll documents and pocketing thousands of dollars in employee fringe benefits on a Redding public works project.

The criminal case stemmed from a FFC investigation, which found that Dirtmovers was forcing its workers, under the threat of losing their jobs, to sign receipts stating they had been paid the proper amount of fringe benefits. But instead of the fringes going directly to the employees, Dirtmovers was pocketing the money. The FFC filed a complaint with the Bureau of Field Enforcement, and the case was referred to the Shasta County district attorney for criminal prosecution.

In addition to scrutinizing local contractors, the FFC also pays close attention to out-of-state contractors. When Baker Construction of Oregon was awarded a $2.7 million project for the Butte Valley Unified School District in Dorris (Siskiyou County) in October 1989, the FFC was watching.

When the foundation obtained Baker's certified payroll records, the FFC learned that the contractor was underpaying his employees. The FFC filed a complaint in August 1990 with the Bureau of Field Enforcement, which collected $54,247 in wages and fines. The school, by the way, was occupied for only a short time, then deemed unsafe and eventually condemned for shoddy workmanship.

Educating contractors and agencies

Another important FFC function is to educate contractors and awarding agencies about federal and state prevailing wage laws. California's public works and federal Davis-Bacon laws can be extremely complex, so honest errors and misunderstandings can occur, leading to underpayment of wages and fringe benefits and other violations. When this happens, the FFC is available to provide information and technical support to help contractors avoid these problems.

Anyone involved in public works construction as a contractor, employee, awarding agency, labor union or worker representative can take advantage of the FFC's services. Also, if you know of any employee on a public works project who might not be receiving prevailing wages, you can contact the Foundation for Fair Contracting at (916) 487-7871.
Smooth takeoff

SFO’s $2.5 billion expansion gets off to a good start this summer, with lots more work ahead for the next three summers

San Francisco International Airport’s massive expansion project moved off the drawing board and into the construction stage earlier this summer, with Pavex Construction Co. of Redwood City starting off with concrete aircraft aprons and Tutor Saliba Corp. continuing with a $40 million parking garage.

By next summer, construction on the $600 million international terminal, $200 million ground transportation center and $177 million elevated loop road will be in full swing. A $300 million light-rail shuttle will also get underway next year.

When Engineers News visited the expansion in early August, Pavex was about half-done with a 30,000-yard, 16-inch hardstand adjacent to the American Airlines hangar on the other side of the east-west runway from the passenger terminal. Concrete subcontractor Serrano & Cone Inc. of San Ramon was putting down about 2,000 yards a day using a Gomaco GP4000 concrete paving machine.

When completed, the aprons will be used for aircraft parking during the three years of construction of the international terminal. After that, the aprons will be used more for long-term and overnight aircraft parking.

Farther to the west, Tutor Saliba is moving along nicely on a 3,000-space parking garage, which is being built on the site of the United Airlines employee parking lot on South Airport Boulevard across from the UAL Maintenance Operations Center. This reinforced steel and concrete structure is scheduled to be completed by next summer and will be used primarily for tenant parking.

By the way, at the same UAL maintenance facility, Hensel Phelps is the general contractor and O.C. Jones is the grading and paving subcontractor on new aircraft aprons.

SFO has put out to bid a contract for 4,800 piles for the international terminal, with the contract for the terminal structure to go to bid this December. Bids on the ground transportation center and elevated loop road will also be let this winter and next spring.

There’s going to be plenty of work for a lot of Operating Engineers at SFO until May 1999, when the international terminal starts accommodating its first passengers.
BART to SFO update

While SFO's expansion moves ahead full bore, BART's plan to run train service directly into the airport is mired in political wet concrete.

For two decades now, BART has wanted to extend transit service to SFO, but a combination of legal disputes, political infighting, neighborhood protests and funding shortfalls has kept the project in the conceptual stage.

But a few years ago, BART came up with a proposal and enough funding to actually begin route studies and an environmental impact review. On April 28, the BART board of directors approved the most expensive route, a $1.2 billion, 8-mile alignment of mostly underground trackway going directly into SFO's new international terminal.

But the House Appropriations Subcommittee on Transportation June 21 approved only about half of the $22.6 million BART was seeking in federal funds, forcing BART to consider a less expensive route. Two weeks later, BART approved a plan for an aerial route leading into the new international terminal, a change that would cut $200 million from the project's cost.

Call air

Three weeks later, on July 26, the Airport Commission threw a roadblock in front of the project by disapproving BART's plan to go directly into the new international terminal and instead approved a plan to bring the line up to - but not inside - the terminal.

So, that's where the project stands right now. The decision whether to run BART directly into the new terminal or somewhere else in or around the airport may not come this month or after the San Francisco mayor's race this November.
Santa Rosa's Fountaingrove Parkway

Local 3's effort to get this $13 million, 2.5-mile road funded and approved not only put operators to work on the parkway but paves way for abundance of home building in Fountaingrove area

By Steve Moler
Assistant Editor

The City of Santa Rosa's Fountaingrove Parkway extension, on the drawing board for the past 15 years, finally got underway last summer thanks in large part to Local 3's political strength. The $13 million project reached the halfway point this summer and is expected to be open to traffic by late September of next year.

Since the early 1980s, the city has wanted to extend the Fountaingrove Parkway 2 1/2 miles to the intersection of Brush Creek Road and Montecido Boulevard to allow traffic to flow up from U.S. 101 to the existing Fountaingrove Parkway and down the other side.

But, as what typically happens in this part of California, neighborhood and environmental groups, namely the Sonoma County Conservation Action, mounted a campaign to stop the project on the grounds it would increase traffic and encourage development in the Fountaingrove area. The project also had funding shortfalls.

Taking action

When this happened, Local 3 swung into action to ensure the project received funding and approval and our members went to work on what was going to be Santa Rosa's largest road construction project in city history.

Local 3 members packed several key city council meetings in 1990 and 1991, and the union provided the council with written comments concerning the project's worthiness. Local 3 members also wrote letters to the editor in local newspapers.

con't next page
Funding problems

To solve the funding problem, the city established an assessment district and Local 3 was instrumental in getting developers who wanted to build subdivisions in the Fountaingrove area to provide some of the project's funding.

The city council, with strong support from Councilwoman Sharon Wright, finally approved the parkway, and the project went to bid in summer 1993. But additional delays forced the project to be rebid last summer, with O.C. Jones the low bidder. The company began moving the project's 400,000 cubic yards of roadway excavation in July 1994 and Davest Inc. started on the underground later that fall. O.C. Jones subcontracted Jones Brothers out of San Jose to build an interchange at Chanate Road.

O.C. Jones has been using a half-dozen 631 and 637 scrapers and a pair of dozers to move most of the dirt. Once the excavation is completed, O.C. Jones will lay down 80,000 tons of aggregate base and 25,000 tons of asphalt.

The ripple effect

Because of the Fountaingrove Parkway extension, Watt Homes has received approval to build 600 homes on the hillside overlooking the Santa Rosa Valley and Rincon Valley. O.C. Jones and Davest are already working on grading, paving and underground work on two of the subdivisions, projects that are, of course, putting additional Local 3 hands to work.

Once again, the union's political activism has paid handsomely in the form of jobs for Local 3 members. The Fountaingrove Parkway is yet another example of how important it is to stay involved in local politics, for it is at this level of government that many decisions concerning your economic well being are made.
On the Monday morning of July 17, an operator at the Folsom Dam north of Sacramento began opening the gate to Spillway No. 3 when all hell broke loose.

The 45-year-old tainter gate, supporting 2.5 million pounds of force, began to vibrate. Before the operator could shut the gate, radial arms supporting the gate bent, causing the gate to jam partially open. Water starting pouring through the gate at a rate of 40,000 cubic feet per second, the equivalent of one Olympic-sized swimming pool, causing authorities to issue warnings to the public to stay clear of the American River downstream from the dam.

For the next several days, the entire state, which over the previous seven years had endured the worst drought in recent history, watched in utter amazement as 410,000 acre feet of fresh Sierra snowmelt, enough to supply 2 million people for a year, poured through the broken spillway, down the American River and into the Sacramento-San Joaquin River Delta.

The U.S. Bureau of Reclamation, which owns and operates the dam, could do nothing until the reservoir level dropped below the spillways. This amounted to nearly half of the reservoir's 1 million acre foot of water.

The Bureau of Reclamation immediately put out a call for emergency repairs and Dillingham Construction was the low bidder on a $1.7 million contract to install the stop log frames inside Spillways 2-4.

Dillingham attached hinges on the tops of concrete piers at the two spillways adjacent to Gate 3, mounted the diagonal steel stop log frames to the piers, and then swung the frames down against the spillway's upstream face. Dillingham used a 180-ton American from Reliable Crane and a 140-ton gantry crane at 4 p.m. the day Engineers News went to press.

While the stop log frames were being installed, Dillingham was the low bidder on a $700,000 contract to remove the damaged Gate 3, a project the company just completed.

A third contract to rehabilitate the seven other gates will be let September 14, the day Engineers News goes to press. Dillingham, along with several other union contractors, is expected to submit very competitive bids.

According to the Bureau of Reclamation, it could take as long as a year and cost up to $10 million to replace the 50-foot-high, 42-foot-wide Gate 3.

Meanwhile, an investigation into the cause of the gate's failure continues. Some theories include metal fatigue, friction, sticking of one side of the gate and rust, which was observed in three previous inspections but never addressed because of budget considerations.

There are 18 other dams in California with similar gates and none has had any problems.
Calling it quits

After 67 years Utah's Bill Cook of M.H. Cook Pipeline Construction auctions off all his equipment and retires to the good life

By James Earp, Managing Editor

Marcellus Henry Cook has owned and run M.H. Cook Pipeline Construction for 68 years, but of course, no one knows him by that name. He's "Bill" Cook.

"I've been called by 'Bill Cook' for 60 years, because knowing one knows how to pronounce my first name," Bill said.

It's Thursday, August 31 in Salt Lake City. Bill is relaxing for a moment in his well-worn office. Propped on his desk is a mammoth old mechanical adding machine that he hastens to tell you is a "calculator," not a mere adding machine.

But this day is a lot different from any Bill has had previously. While we take a few moments to chat in his office, auctioneers are busy outside in the yard selling off over 300 pieces of drilling equipment to anxious bidders.

At 86 years old, Bill Cook is finally calling it quits. "I been in pipeline work for 67 years," he says. With no one in the family to hand the business over to and no desire to maintain responsibility over a company he would no longer run, Bill is liquidating his business.

Many throughout the pipeline industry — including Local 3 union members — hate to see him go. Bill represents a breed of employer that is becoming an endangered species. He has long held a well-earned reputation for honesty, fairness and good, hard quality work.

Born in Montrose, Colo., in 1909, Bill went into pipeline construction as a young man. In the years before World War II he worked as a truck driver, sideboom operator, roustabout, welder, inspector, and foreman.

During the war, Bill worked on Bahrain Island in the Persian Gulf for Bechtel Corporation as general foreman over the company's welders. Bechtel had a contract to build another unit to a refinery on Bahrain to manufacture aviation fuel. The plan was to transport planes from the fighting in the European Theater, which was nearing an end, refuel them on Bahrain and send them on to the South Pacific. However, the war ended before the plan was ever carried out.

After the war, Bill went to work for Limited Pipeline Co., which was headquartered in San Francisco. The company was having problems with its Rocky Mountain division and asked him if he would take over as division manager. It wasn't long before the company got a major contract in Pennsylvania. "The guy they were going to send to head up the job got a heart attack, so they asked me if I would go out there," Bill recalls. "We laid 106 miles of 24-inch pipe on that job.

He returned to Utah but it wasn't long before he was put in charge of a job in West Virginia. "Of all the work I've ever done, that was the roughest 20 miles I ever did," he says.

"All those hills were orange peel. We had to have a wench Cat for everything."

In 1958, Engineers Limited decided to close its Rocky Mountain office. "I had a lot of friends and contacts here," Bill recalls, "so I thought I'd start up my own business.

M.H. Cook Pipeline Construction was born and on Dec. 5, 1959, the company bid on its first job.

M.H. Cook became a familiar name up and down the Rocky Mountain states. "I've had something to do with pretty near any pipeline that moves oil or gas... from Logan to Santequin, east to Wyoming and to Rangely, Colo.," he says.

In 1966, Local 3 Business Manager Al Clem asked Bill to help him establish a joint apprenticeship training committee. "I've always believed in training, so I told him I would," Bill says. "I been sitting on the committee (as chairman) ever since."

Under Bill's ownership, M.H. Cook has always operated as a union company. "I never believed in that non-union stuff," Bill said. "I knew all these operators around here and the people in Local 3 have always treated me fair. I've never tried to cheat anybody out of anything, just asked them to put in eight hours work for their eight hours pay."

What is he going to do now that he's retiring? "Just whatever I damn well please," he declares. "Joyce and I have no children or pets at home. If we want to get up one morning and go to Yellowstone Park, we'll just do it. As long as I've had this business, I wasn't free to do that."

If he had it to do all over again, would he change the way he did things? Not likely. "I've always felt I couldn't be a 'blacktop' superintendent," Bill says, referring to supervisors who stay on the road and never venture out onto the pipeline job. "You've got to be up on the right of way. I always knew what was happening on my job."

"I've been thinking about selling the company for a long time," Bill says. "Everyday I just kept getting older. You know, you can't stop that process. Finally, I decided to sell everything. I want to do nothing to worry about except my wife and my house."

Best wishes, Bill. You deserve it.
As Operating Engineers construct subdivisions in the rapidly expanding Sacramento area, they're also building and upgrading the related public infrastructure.

Whenever new subdivisions are built, there's almost always a construction ripple effect. New homeowners need schools to educate their children, fire and police stations to protect their property, and other public services such as water and sewage facilities.

Nowhere is this type of ripple effect more evident than in the rapidly expanding region of Sacramento and its surrounding suburbs, which is now home to over 1 million residents. Over the past decade, a lot of subdivisions have been sprouting throughout the region, and now the Sacramento Regional County Sanitation District is implementing a new master plan that addresses Sacramento's growth through 2010.

Included in the master plan is the $66.5 million Anaerobic Digester Expansion at the Sacramento Regional Wastewater Treatment Plant on Laguna Station and Sims roads in the Elk Grove area. The vast majority of the project is being completed by the joint venture of Hoffman-Marmolejo, which currently has about 10 to 15 Local 3 members working on the job.

The project, which includes building three anaerobic digesters, a mixed sludge facility, a boiler room expansion, a gas management facility, and a new control center expansion to house all the new computerized controls, will improve the efficiency of the entire treatment plant and help it handle increased solid waste.

The boiler room

The 200-by-60-foot boiler room expansion, which has one level below ground and the other above ground, will have three gas-fired boilers that will produce steam for the plant's heating loops.

Co-generation plant tie-in

What's interesting about the new boiler room is that it ties into Carson Energy's co-generation plant next door (more ripple effect), a project that is being completed by prime contractor Century West along with subcontractors Teichert Construction and Monterey Mechanical. The treatment plant will supply the co-generation plant with sludge gas, while the co-generation plant will turn around and supply the treatment plant with low-grade steam for processing sludge.

Mixed sludge building

The 110-by-70-foot mixed sludge building, another two-story structure with one floor below ground and the other above ground, will feed the digesters with primary and secondary sludge. The building is also requiring site preparation for all the related sludge pumps, heat exchangers and other equipment. The 123-feet-by-90 foot gas management facility will house storage tanks and gas scramblers to compress and store gas.

The three digesters, 130 feet in diameter and 44 feet high, con-
Photos clockwise from upper left:
1) Loader Rayfield Stallworth; 2) Backhoe operator Andy Sanchez;
3) On the Manitowoc M-250 is Crane Operator Brian Williamson
   with oiler Dave Greenhill; 4) Crane Operator Bill Gibson on an
   18-ton Drott; 5) Leon Ballard on the D-4; 6) Mechanic Steve Gaiofalo,
   son of the late Art Gaiofalo, former Fringe Benefits Director;
7) A section of Hoffman-Marmolejo's expansion project takes shape.

Hoffman-Marmolejo's crew
beginning second from left: Leon
Ballard (dozer), Andrew Sanchez
(backhoe), John Randall (forklift),
Bill Gilson (crane), Greg Flanagan
(crane), Larry Bickers (excavator),
Rayfield Stallworth (loader) and
Frank Herrera is at far left.
Y Rose Willis, who works out of the Quincy Maintenance Station, got a perfect score on the Loader Event.

Wild ride

Caltrans employees compete at Equipment ‘Roadeo’ as part of agency’s 100-year anniversary celebration

Unit 12 Caltrans employees from Northern California took part in this year’s Equipment “Roadeo” held August 26 at the Solano County Fairgrounds.

The top two overall winners from each Caltrans district will compete at the state finals to be held September 23 at the same location. The two top competitors from the state finals will move on to compete at the October 9 nationals in Estes Park, Colo. Last year, two Caltrans equipment operators, Mark Vukich of the Quincy Maintenance Station and Jeff Kiser of the Walnut Creek Maintenance Station, took first place in the competition’s premier event, the team Tandem Axle Truck Plow.

This year’s rodeo competition was organized somewhat differently than previous years. Instead of each Caltrans district holding its own contest, all the Northern California districts, namely Districts 1-6 and District 10, were combined into one competition. All of the Southern California Caltrans districts held a similar event in San Bernardino September 16.

Contestants competed in six events: Pre-Trip, Backhoe Bowling, Chain-on/Chain off, Snow Plow, Loader and Motorgrader. First, second and third-place overall winners received silver belt buckles, and the first three places of each individual event won certificates.

A barbecue lunch and awards ceremony, sponsored by Unit 12 and Local 3, were held after the event next to the competition area. Proceeds from the barbecue went to the California Transportation Foundation, which is sponsoring many of Caltran’s centennial events.
Caltran's "Roadeo" was held this year at the Solano County Fairgrounds Aug. 26.

This operator shows his stuff performing a hairpin turn in the Motorgrader Event.

Jack Clymer II of the Buelton Maintenance Station during the Snow Plow competition.

Don Gardine, who works at the Woodford Maintenance Station near South Lake Tahoe, competes in Backhoe Bowling.

Frank Rocha out of the Los Banos Maintenance Station, goes through the fine points of the Pre-Trip Event.

Mark Suliger from District 3 (West Sacramento) competes in Backhoe Bowling.

Terry Maggard of the Porterville Maintenance Station makes his way through the Loader Event course.

Local 3 Credit Union employees staffed a booth at the barbecue.

Operating Engineers Local Union No. 3.

Federal Credit Union.
It's easy to borrow money from your credit union

If you need a loan to buy a truck or car, go on vacation, do home improvements or even purchase a home, your first move should be to contact your credit union at (510) 829-4400. The credit union offers loans at competitive rates with the personal service members deserve.

To help you become more familiar with our loan services, we have provided you with answers to some of our most frequently asked questions:

How do I apply for a loan?

Applying for a credit union loan is easy. If you already have an open account, just complete a loan application and send it in, or drop it off at any of our branch locations. If you don't have an open credit union account, simply complete a membership card and send it to us with your loan application and $5. As soon as your account has been established and your $5 deposit is credited, your loan application will be processed.

Can I have more than one credit union loan?

Yes. To make things easier, once you have an application on file you can apply for additional loans over the phone or in any of our branch offices. Our member service representatives will simply update your file without you having to complete another application.

Is there a prepayment penalty on credit union loans?

No. You may pay off your loans at any time without having to pay a penalty.

How do I make payments on my loans?

Members can choose to make their payments through the mail, have them automatically deducted from their credit union savings/checking account, transfer payments from their credit union account(s) using our Touch-Tone Teller phone system, or drop payments off at any of our convenient branch locations.

I've had some credit problems in the past. Can I still get a credit union loan?

We realize that every member's situation is different. Our loan committee considers many factors when evaluating a loan request. If you have experienced some credit problems, it is best that you provide us with an explanation. Recent problems such as collection accounts, bankruptcy, tax liens, judgments and serious delinquencies can result in your loan not being approved. However, our loan officers can help you assess your particular situation and discuss any options you may have.

Can you help me with a home loan?

Yes. Our real estate specialists can assist you in determining the best mortgage loan for you. They can estimate monthly mortgage payments, your closing costs and other costs involved in a mortgage loan, and can even "prequalify" you, all over the phone. Once you've decided you want to proceed with applying for the loan, we'll send you the application package. You can even come into our office and our real estate specialists will help you complete it.

As you can see, the credit union can assist you in getting a loan for just about anything. We offer consumer loans for vehicle purchases, personal loans for bill consolidation, VISA cards, and real estate loans from first mortgages to home equity lines of credit. If you're in the market for a loan, contact your credit union first.

What to do if covered under another plan

If an eligible employee or dependant is covered under another group plan, what should you do? One plan is primary and the other is secondary. The primary plan would pay benefits before the secondary plan.

To determine whether one plan is primary over the other, it is necessary to determine the order in which the plans will pay benefits. The following guidelines are used by this plan to determine the order of benefit payment:

• The plan that covers you as an employee will pay benefits before the plan that covers you as a dependent.

• For dependent children, the plan of the parent whose birthday occurs earlier in the year (excluding year of birth) will pay benefits before the other parent's plan.

• For a dependent child whose parents are divorced or separated, benefits are paid first by the plan of the parent who has custody of the child, then by the plan of the spouse of the parent who has custody, and finally by the plan covering the parent without custody.

• However, if a court decree establishes one parent as financially responsible for the child's health care, the plan of the parent with that responsibility will pay benefits first.

• If none of these rules applies, then the plan that has covered the individual the longest will pay benefits first.

When coordination of benefits applies and this plan is the primary carrier, you would submit the claim to the trust fund office first for benefit consideration. When Local 3's plan is the secondary carrier, you should submit the claim to your other carrier first for benefit consideration. When you receive the primary plan's benefit payment sheet, you submit a copy of the claim and a copy of the payment sheet to the trust fund office for benefit consideration.

The benefits provided between the different plans would never exceed 100 percent of the expenses actually incurred by the eligible individual and allowable under the plan.

Retiree Association meetings

The current round of Retiree Association meetings has begun. This round of meetings is particularly important for those who are on Medicare. Some very important information regarding Health Maintenance Organizations (HMOs) and their Medicare Advantage programs will be discussed at these meetings.

In particular, we will be discussing Kaiser's Senior Advantage, Health Net's Seniority Plus and PacificCare's Secure Horizons. Please attend to find out the latest regarding the trustees' efforts to assist you in making informed decisions regarding these Medicare Advantage plans.

Check the schedule on page 22. Come on out and get together with some friends you've worked with over the years, and take the opportunity to make some new friendships. As always, we will be bringing you up to date on all the latest goings on with the union and the benefit plans. See you at the meeting. We'll have coffee and the usual "low-cal" donuts for all.
New hands-on schedule announced

A
n instructor’s seminar was held August 12 where we finalized the Saturday hands-on classes for 1995-96. All classes will meet from 8:30 a.m. to 12:30 p.m. and are open to all Local 3 members. Classes are mandatory for all survey apprentices and journey upgrades.

Our instructors for these classes are Pat O’Connor and Gene Feickert. Both work for World Wide and have kept our Santa Rosa class moving along.

Terry Warren, who works for Meridian Technical Services in the San Jose area, is again taking care of our Martinez class, while Floyd Harley, who works for KCA in San Francisco, has kept the Oakland class moving for many years.

Ken Anderson, who works for Mission Engineers, is the new kid on the block and has taken the San Jose class to new heights. Ron Nesgis and Larry Savio, who both work for Meridian Technical Services in Sacramento, have handled the Sacramento class through this rough construction year.

Chuck Hendsel, who works for Meridian Technical Services out of the Pleasanton office, is now handling our correspondence class and has students from Redding to Fresno.

Also returning after heart surgery to work on our curricula is Fred Seiji, who started many years ago with the surveyors JAC and is still doing curricula updates when his golf doesn’t get in the way.

The Real-Time/GPS special hands-on Saturday will be taught by Hans Haselbach from Haselbach Surveying Instruments. Hans has done our Data Collection and GPS for the past several years of hands-on and really has good insights on new products and their usage in our industry.

And keeping all of this together is our part-time Office Manager Joanie Thornton, who has more than 17 years working with the JAC. She helps keep instructors and apprentices on the right track.

We have a great staff and the program serves our members through our journey-upgrade program. So if you are not taking advantage of all this talent, you are missing a great chance to enhance your surveying skills. Give us a call at (510) 655-3255 for this very valuable information.

We have been informed by Local 3’s Safety Department of the following Hazmat and BATC (formerly BATT) class schedule. If you are interested in any of the following classes, contact your local union hall or the Safety Department at (510) 748-7400.

by Art McArdle

Administrator

Four new survey firms sign with Local 3

The current work picture is the best we have seen in years. Almost everyone that wants to work is out there pounding stakes and, in many cases, working a lot of overtime. The coming year also looks to be a mirror image.

During June and July, four new survey firms have signed agreements with Local 3: MDL & Assoc. of San Francisco, Central State Surveys based in Concord, Southern California Surveying of Dublin and Golden Pacific Surveys out of Milpitas.

The Wilson Watch

With Calif. Gov. Pete Wilson on the campaign trail, here’s how much time he is spending here in California compared with time spent out of state.

Through August 27:

Days spent in California - 162
Days spent out of state - 77

by Paul Schissler

Tech Agent
Fired firefighter gets back wages because of flawed drug test

An arbitrator recently ordered the U.S. Air Force to give back pay to a former firefighter who lost his job after testing positive for cocaine in a lab mix-up.

Gregory Leptich had worked as a civilian firefighter for the Air Force at Vandenberg Air Force Base in California for 13 years when he was fired in 1993. His employer said he violated policy when he failed a random drug test in May 1993.

Arbitrator Marvin Feldman ordered the employer to give undisclosed back wages to Leptich after medical records showed that the test was flawed. The firefighter's blood type is O-positive, but the urine test came from a person with type A blood.

In a letter from his employer, Leptich was told he lost his job due to testing positive for cocaine and because he was AWOL for four days in July. The Air Force Civilian Drug Testing Plan required that workers who test positive be removed from their job if they refused counseling or rehabilitation. The letter noted that Leptich had a good work record, with no misconduct and above average performance records. The letter of dismissal said Leptich did report to a counselor on one occasion, where he denied using drugs, but failed to show proof.

The union, the International Association of Firefighters, filed a grievance on his behalf, and the matter went to arbitration. At the arbitration hearing, the union presented evidence that the AWOL occurred on days that Leptich had been absent from work with a back injury and presented his employer with a doctor's excuse. Feldman dismissed the AWOL charge after determining that Leptich's file contained sufficient medical evidence to show that he was being treated for a back ailment.

However, representatives for the Air Force argued that the drug test was enough to warrant Leptich's dismissal. The union questioned whether the employer's random drug test targeted Leptich, noting that he had been selected "several times" while others had not been selected at all.

Feldman said a computer program was used to select civilian employees for testing, and that the union could not prove that the Air Force "weighted the program" to select Leptich.

The Air Force testified that Leptich's urine sample was handled properly. The union contested the sample, arguing that it belonged to someone else. Leptich said he returned his unlabeled sample to the military lab and placed it on a turnstile and "lost sight of it."

Feldman said the government failed to consider that it showed two different blood types on its paperwork for Leptich, and did not seek a retest after he denied the results. Feldman ordered the employer to pay Leptich back wages and benefits, including any overtime he would have accrued while he was fired.

Reprinted from National Report on Substance Abuse, Sept. '95

Local 3 resumes BATT training

Local 3 is once again teaching BATT classes, now called Bay Area Training Corporation Classes (BATC).

Due to charges by BATC for out-of-area audits, courses will be held only in the Bay Area. Because of restrictions placed on us by BATC, classes are limited to 35 students. Priority will be given to refresher students. You must reserve a slot in order to attend.

To make reservations, contact the Safety Department at (510) 748-7400. If you have already upgraded your BATC card through another source, please send us a copy for our records.

This is an eight-hour basic safety training course. All classes will begin promptly at 7 a.m. There will be no late admittance. Late arrivals from lunch or break will not be allowed to complete the course. You will receive your BATC card at the completion of the eight hours, and the card is good for two years from date of issue.

You must have two forms of identification in order to take the course. One must be a picture ID such as a driver's license, the other must verify your Social Security number, such as your Social Security card, pay stub, dues card. Identification will be checked by your instructor during class. Remember, no identification, no BATC card.

Also, you must be able to read and comprehend English to complete the course, which is given only in English. No coaching is allowed. Grading is either pass or fail. You must pass your test by a minimum of 70 percent in order to be BATC certified.

The following eight-hour BATC classes have been scheduled. All classes start at 7 a.m.

Local 3 headquarters,
1620 S. Loop Rd., Alameda:
Sat. - September 9
Tues. - September 12
Tues. - October 17
Thurs. - November 2
Fri. - November 3
Sat. - November 4
Thurs. - November 16

Classes at the Fairfield District Office,
2540 N. Watney Way:
Wed. - September 13
Wed. - October 18
Wed. - November 15

Remember to SHOP UNION when looking for quality products.
Blaisdell & Baker nabs Holly Ave. bridge job

MARYSVILLE - The work picture in Marysville continues to look good. The out-of-work list is down, meaning a lot of members are working.

Blaisdell & Baker from Redding was the low bidder on the Holly Avenue realignment and bridge job in Chico. This will be construction of an 83-foot-long single-span bridge along with realignment and reconstruction of the existing street, including the curb, gutter, storm drain and sewer.

Ford Construction from Lodi was low bidder on the Palermo-Honcut Highway reconstruction project in Butte County. This is installing drainage structures and doing grading and paving from Alice Avenue to just north of Palermo Road.

Baldwin Contracting is in full swing on the federal highway project in West Glenn County with Valentine Surfacing from Vancouver, Wash., moving in to do the grinding work for Baldwin.

Baldwin is also doing the federal highway road project at Alleghany in East Sierra County, along with the reconstruction of Hwy. 89 just South of Sierraville in Sierra County. Baldwin's rock plants are staying very busy supplying material for all this work. The Hallwood plant is presently working two shifts.

Yuba Sierra Constructors from Marysville is doing a lot of paving this year on various projects in the Marysville District. It is presently working on the Hwy. 99 widening and rehabilitation project in South Sutter County from near Tudor to just north of Sacramento Avenue.

Jerry Lee Ford is working on the culvert's extension.

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Membership drive to strengthen Democrats

MARYSVILLE - The Sutter Buttes Democratic Club is conducting a membership drive to strengthen the Democratic Party in the southern part of Assembly District 2, which includes the counties of Sutter, Colusa and part of Butte.

It is of the utmost importance that all working people register as Democrats and vote in all elections. Remember the old saying, "The job you save may be your own."

As Local 3 Business Manager Tom Stapleton has been writing in the Engineers News, everyone must get involved. The 1996 election will be a rough race for all Democrats. We will need volunteers for phone banks, to put up signs, to register voters, and most of all, to get out the vote. Any help you can give to further this cause will be greatly appreciated.

With these thoughts in mind, please join us in making this club an outstanding and knowledgeable organization to promote the Democratic Party.

We are planning a social gathering some time in October as a get-acquainted party. For information, call Evelyn at (916) 696-1123 or the Local 3 hall in Marysville at 743-7321 or 1-800-237-4091.

Darell Steele, District Rep.

Women operators continue tradition of meeting at Delancey St. Restaurant after semi-annual

It is becoming a tradition that after the semi-annual meeting a group of women Operating Engineers adjourn to the Delancey Street Restaurant on The Embarcadero for lunch, socializing and sharing of experiences.

There were 10 women operators at Delancey Street this time. We updated each other on where we’ve been working and the struggles and accomplishments we’ve had in the field. All but one of us are currently working. It is nice to have such a good work picture.

Another bit of news is that sister Tammy Castillo, who was severely burned in an on-the-job accident in August 1993, has returned to work. She is now the Fairfield District dispatcher. I would just like to say good luck to her in her new job, and a big welcome back, Tammy!

Kristi Osborn
Flood project clears way for 7,000 homes in Natomas area

SACRAMENTO — My byline at the end of this article is probably not familiar to many of you. That’s because I’m the new business agent in the Sacramento District. I am a 14-year member and for most of those years was a heavy-duty repairman. I am very proud to represent the members of this extremely strong local. My area is going to be north Sacramento and Yolo County.

Syd Madison, Solano Concrete, Teichert Ready Mix in Woodland and Teichert Aggregates in Esparto are having a very good year. Teichert and Solano Concrete have both been awarded their mining permits. The future is looking brighter in Yolo County.

Teichert and R.C. Collett’s shops are very busy keeping the equipment on line. Teichert is keeping 16 operators busy at the Sacramento Metrol Airport doing an overpass and parking lot. The company also has 10 operators working in Woodland at the Sycamore Ranch subdivision.

Granite is on schedule with the $13.2 million Business I-80 and Hwy. 160 interchange improvement.

ARB and Dresser Area have been working about 60 to 75 members on the Sacramento Municipal Utilities District pipeline project, which consists of 62 miles of 20-inch gas pipe. The line starts in Winters and ties into four co-generation plants under construction in Sacramento.

RGW is getting good production from 20 Operating Engineers running wide open on a $7.8 million underpass and widening of Harbor Boulevard in West Sacramento. RGW also has 10 operators working on a $7.6 million project extending Exposition Boulevard to Hwy. 160.

Homer J. Olsen has about 25 Operating Engineers working long hours and is way ahead of schedule on its estimated $8.3 million Natomas Flood Control Project. On the Friday before Labor Day holiday, the company let the crew quit at noon and hosted a large barbecue for all the employees.

When the levee project is completed, city planners are expected to release permits for about 7,000 new homes in the Natomas area, which will improve the work picture even more.

Morse Diesel from New York was awarded the federal courthouse building on 6th and H streets in downtown Sacramento. The ground-breaking ceremony was held August 29. It is estimated that this project will put many building trades people to work and will last about two years.

M & M Electric has $311,500 worth of work in various locations of Yolo County. The work includes the installation of new traffic signals, signal loop detectors, curb ramps, islands, interconnecting conduit cable and pull boxes.

Case Pacific is doing the sound wall on I-80 in West Sacramento. Dillingham is working hard trying to get Folsom Dam repaired in time for next spring’s run-off (see article on page 10 for more details).

Teichert is still busy all around the Folsom El Dorado Hills area. Everyone at Teichert plants and Cat shops seem to be getting more than enough hours. Granite, Frank Medina and Benco are working hard to finish the Business I-80 expansion between Hwy. 160 and Watt Avenue.

The pre-negotiation with Levins Metals went very well and shop steward Craig Bagwell gave good support in the negotiations.

The Sacramento office spearheaded the organizing of 55 mechanics at Ryder Truck in West Sacramento, with negotiations starting in couple of weeks.

Ricky Johnson Sr.,
Business Rep.
How To Run A Scraper
by Ron Gardner

Run real fast, run real slow,
Carry your can high, carry your can low.
Don't drag your can, whatever you do,
Just take those bumps, they won't hurt you.
That haul road's smooth, it's just like glass,
So fly right through, but grab your ass!
That blade came by six weeks ago,
Why things got rough, we just don't know.
It must be a scraper dragging his can,
When things go wrong, blame a scraper hand.
Sail off that hill with your hitch locked down,
Or you might make a ripple in the nice smooth ground.
Watch out for stakes, they're just like gold,
If you hit one, you'll hit the road.
Haul lots of muck, but do as we say,
Look out for water trucks, folks on the ground,
The boss on coffee break, look all around.
That push cat's there to help you out,
But try as you may, he'll bitch and pout.
Take orders in the cut, orders on the fill;
Orders on the haul road, all against your will.
Don't try to think, that's wrong to do,
Everyone here is a boss, but you!
You're in the barrel, and here's the plan,
You won't get out, you're a scraper hand.
You silly boy, just do it our way,
Let's have some fun, but no horse play.
Now don't you bitch, 'cause if you do,
We'll call the hall, that's it you're through!

Open house for new Reno hall

RENO - In lieu of a picnic this year, the Reno District will hold an open house on Saturday, November 18 to show off our new building, which will be located in the Dermody Business Park at 1290 Corporate Boulevard in Reno, on the corner of Mill Street and McCarren Boulevard.

We will hold our retirees meeting in the new meeting hall at 11 a.m. After the meeting, food and beverages will be served. The open house will start at 1 p.m. and run until 5 p.m. We would like to invite all of our members and their families to visit our new facility.

FROM THE SANTA ROSA OFFICE

SANTA ROSA - Local 3 member Mike Hughes, left, got together with Santa Rosa District Rep. Bob Miller and Bob's girlfriend Myra Aviles, center, and Dispatcher George Steffenson and ran in the May 21 Examiner Bay to Breakers Run in San Francisco, Calif.

Teaching Techs con't from . 17

| NCSJAC 1995-1996 Hands-On Course Schedule |
|-----------|----------------|----------------|----------------|
| Date       | Alameda/Martinez/San Jose | Santa Rosa | Sacramento |
| Sept. 29, 1995 | Real Time/GPS | Boundary | Boundary |
| Oct. 14, 1995 | Boundary | Cross Sections | Cross Sections |
| Nov. 11, 1995 | Cross Sections | Level Loop | Real Time/GPS |
| Dec. 5, 1995 | Level Loop | Real Time/GPS | Level Loop |
| Jan. 13, 1996 | Control, Networks & Adjustments | Control, Networks & Adjustments | Control, Networks & Adjustments |
| Feb. 10, 1996 | Slope Staking | Slope Staking | Slope Staking |
| March 9, 1996 | Radial Staking/Azimuth | Radial Staking/Azimuth | Radial Staking/Azimuth |
| April 13, 1996 | Hands-on Comp Refresher | Hands-on Comp Refresher | Hands-on Comp Refresher |
| May 11, 1996 | Hands-on Competition | Hands-on Competition | Hands-on Competition |

CLASS LOCATIONS:
Alameda/Martinez/San Jose: 1620 S. Loop Rd., Alameda, CA
Santa Rosa: 3900 Mayette, Santa Rosa, CA
Sacramento: Rancho Murieta Training Center 7388 Murieta Dr., Rancho Murieta, CA

Hazmat schedule
San Francisco - Sept. 29
Fairfield - Oct. 13
Oakland - Oct. 13, Oct. 20, Nov. 11-15, and Nov. 16
Stockton - Nov. 11, Dec. 1
Fresno - Nov. 11
Marysville - Nov. 11
Sacramento - Nov. 11, Dec. 1
San Jose - Oct. 13

BATIC schedule
Local 3 headquarters in Alameda - Sept. 9, Sept. 12, Oct. 17, Nov. 2, Nov. 4, Nov. 16
Fairfield District - Sept. 13, Oct. 18, Nov. 15

Again, check with your local union hall or the Safety Department for particulars about each date and course.
NOTICES

✿ RENO DISTRICT OFFICE MOVING TO ITS NEW BUILDING

Effective Oct. 2, 1995, the Reno District office will move to its new office building. The new address is:
Operating Engineers Local Union No. 3
1620 S. Loop Road
Reno, NV 89502
(702) 748-7410 (Foundation for Fair Contracting)
(702) 748-7438 (Public Employees Dept.)
(702) 748-7440 (Apprenticeship Dept.)
(702) 748-7456 (No. Cal Surveyors JAC)
(702) 748-7480 (JAC Apprenticeship Dept.)
(702) 857-3105 (Apprenticeship Dept.)

The district office will remain at its temporary location of 445 Apple St., Ste. 100, until the above date.

✿ OAKLAND OFFICE MOVES TO THE ALAMEDA HEADQUARTERS

Effective Sept. 18, 1995, the Oakland District Office will relocate to the Alameda Headquarters. The new address and phone numbers are:
Operating Engineers Local Union No. 3
1620 S. Loop Road
Alameda, CA 94502
(510) 748-7410 (Foundation for Fair Contracting)
(510) 748-7420 (Corresponding Secretary Robert L. Wise)
(510) 748-7440 (Apprenticeship Dept.)
(510) 748-7480 (JAC Apprenticeship Dept.)
(510) 748-7490 (JAC Apprenticeship Dept.)
(510) 748-7491 (JAC Apprenticeship Dept.)

SANTA ROSA DISTRICT MEETING ELECTION OF GRIEVANCE COMMITTEE MEMBER

Recording-Responding Secretary Robert L. Wise announces that on Sept. 19, 1995, at 7 p.m., at the regular quarterly District 10 (Santa Rosa) meeting, there will be an election for one (1) Grievance Committee member to fill the unexpired term left vacant by resignation. The meeting will be held as follows:
September 19, 1995, 7 p.m.
St. Eugene’s Church
2323 Montgomery Drive
Santa Rosa, CA

FRESNO DISTRICT ELECTION OF GEOGRAPHICAL/MARKET AREA ADDENDUM COMMITTEE MEMBER

Recording-Responding Secretary Robert L. Wise announces that on Oct. 26, 1995, at 7 p.m., at the regular quarterly District 50 (Fresno) membership meeting, there will be an election for one (1) Geographical/Market Area Addendum Committee member to fill the unexpired term left vacant by resignation. The meeting will be held as follows:
October 26, 1995, 7 p.m.
Laborer’s Hall
5431 East Hedges
Fresno, CA

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of August 1995, and have been determined to be eligible for Honorary Membership effective October 1, 1995. They were presented at the August 13, 1995 Executive Board Meeting.

<table>
<thead>
<tr>
<th>Name</th>
<th>Reg #</th>
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<tbody>
<tr>
<td>Larry W. Nestland</td>
<td>0800554</td>
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<tr>
<td>Claude Atton</td>
<td>0502172</td>
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<td>Richard Balenger</td>
<td>0702332</td>
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<tr>
<td>Lynn Barlow</td>
<td>0902104</td>
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<tr>
<td>William Bowens</td>
<td>0603567</td>
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<td>Bobi G. Clifton</td>
<td>0999251</td>
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<td>Stanley Cox</td>
<td>0737358</td>
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<td>Ralph Engleman</td>
<td>0758030</td>
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<td>Mike Gabriola</td>
<td>0977591</td>
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<td>Kenneth Lowe</td>
<td>0888854</td>
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<td>Robert P. Lynch</td>
<td>0106686</td>
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<td>Gerald Mack</td>
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<td>Esmirala Holmlida</td>
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<td>Don Rogers</td>
<td>0707358</td>
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<td>Arminic Sale</td>
<td>0738643</td>
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<td>Kenichi Shimabukuro</td>
<td>0635765</td>
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<tr>
<td>Rulich N. Westphal</td>
<td>0956321</td>
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DEPARTED MEMBERS

DISTRICT MEETINGS

All district meetings will convene at 7 pm.

SEPTEMBER 1995

7th District 20: Oakland, CA
Local 4 Headquarters
1959 S. Loop Rd.
Alameda

12th District 17: Hilo, HI
Hilo IILWU Hall
100 W. Lualualei St.

13th District 17: Maui, HI
Waikupu Community Center
22 Waikou Place
Pukalou

14th District 17: Honolulu, HI
Washington Intermediate School Cafeteria
1830 South King St.

19th District 17: Kona, HI
Holualoa ILM Community Ctr.
76-5877 Mamoalalo
Holualoa

19th District 10: Santa Rosa, CA
St. Eugene’s Church
2323 Montgomery Drive

21st District 17: Kauai, HI
Kauai H.S. Cafeteria
Libre

23rd District 90: San Jose, CA
Labor Temple
2128 Alameda Rd

OCTOBER 1995

3rd District 46: Eureka, CA
Engineers Building
2830 Broadway

4th District 75: Redding, CA
Engineers Building
30366 Engineers Lane

5th District 66: Marysville, CA
Canyon Workers

12th District 80: Sacramento, CA
Engineers Building
4044 N. Freeway Blvd.

19th District 96: Stockton, CA
Engineers Building
1916 North Broadway

26th District 50: Fresno, CA
Laborer’s Hall
5431 East Hedges

NOVEMBER 1995

1st District 12: Ogden, UT
Ogden Park Hotel
247-24th St.

2nd District 11: Reno, NV
Engineers Building
1290 Corporate Blvd.

9th District 04: Fairfield, CA
Engineers Building
2540 N. Wainwright Way

30th District 01: Marin, CA
Aramark Inn
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