

ENGINEERS *news*

VOL. 56, #9

• OPERATING ENGINEERS LOCAL UNION NO 3

• ALAMEDA, CA

• SEPTEMBER 1998

San Francisco Airport's Awesome Expansion

**\$2.4 billion upgrade is heaviest concentration
of construction work in U.S.**



FOR THE good & welfare



by Don Doser
Business
Manager

BYLAWS CHANGES brighten Local 3's future

When I returned to the Bay Area earlier this month from a trip to Hawaii and the IUOE Western Conference, I felt a strong sense of gratification and relief. The other officers and I had just concluded an arduous but productive two-month round of specially called and district meetings that took us to every district within Local 3's jurisdiction. In those meetings, the members overwhelmingly approved changes to the union bylaws that will ensure a bright future for the union as we approach the new millennium.

When I became business manager a little over two years ago, one of my primary concerns was finding a way to stabilize the union's finances. Because of the way the dues were structured, the union's cash flow dipped and soared like the giant Invertoigo rollercoaster at Paramount's Great America amusement park. One month the union was as much as a half-million dollars in the red, the next month a \$1 million in the black.

These wild gyrations made it very difficult to effectively run the union. I often lied awake at night wondering if the union could pay its bills each month. This was no way for the largest construction local in the nation to operate.

But the union's fiscal thrill ride is finally over. In the round of specially called and district meetings in July and August, the membership approved by a 90-percent margin changes that will provide Local 3 with the financial resources to better serve the membership now and well into the 21st century.

I'm not going to explain all the details here — those are outlined in the article on the next page — but I do want to briefly discuss the need for the changes in the first place, outline my vision for the future and explain where we go from here with additional bylaws changes. But before I do that, I want to thank both the rank-and-file Bylaws Committee for its diligent work and the members for supporting our efforts to build upon the union's future.

While the union has undergone mind-boggling changes over the past three decades, the bylaws haven't kept pace. Except for several periodic dues increases over the years, the bylaws had remained unamended since they were first written 37 years ago. However, technological and demographic changes made entire sections of the bylaws obsolete.

ADVENT OF SUPPLEMENTAL DUES

One of the dues changes that will help remedy Local 3's case of financial manic-depression is amendments to retirees dues. But equally important is a provision allowing for supplemental dues. Most construction members know about supplemental dues because almost all the other crafts have it. This type of dues augments regular or window dues and is usually paid by either the member or is negotiated as part of a collective bargaining agreement. The formula usually consists of an hourly rate based on the number of hours the member works. Construction members in Northern California, for example, recently

negotiated 40 cents per hour in supplemental dues in their newest three-year contract; Nevada members recently agreed to a similar arrangement in their new master agreement.

One of the more attractive features of the new dues structure is that bargaining units that negotiate supplemental dues will, in accordance with the new dues formula, see their regular or window dues drop by \$6 per month for every 10 cents per hour negotiated in supplemental dues. This will not only go a long way in stabilizing the union's finances, it's also a big bonus for members when the work picture is slow or if they're out of work.

VISION FOR THE FUTURE

Because the new dues structure is expected to bring in slightly more revenue than before, I plan to use any extra funds to strengthen the union and invest in its long-term future. I want Local 3 to be an organization that can cope with crises as they arise and respond to problems before they hit us. I want the union to have the wherewithal to confront political attacks like Prop. 226 and future attempts to repeal prevailing wages. I also want to negotiate the best contracts, but in order to accomplish this, we have to continue to expand our market share by aggressively organizing new members. That objective, as you know, requires significant financial resources.

WHAT LIES AHEAD

The changes to Articles V and VI are the first steps in our quest to update the bylaws. I'm going to be meeting with the officers, key staffers and the rank-and-file Bylaws Committee over the next few months to evaluate what other changes might be appropriate, such as moving the semi-annual meetings out of San Francisco to more accessible sites like the East Bay and Sacramento. The Bylaws Committee will likely have additional ideas, which the other officers and I will carefully consider.

Did you know that the current bylaws do not allow me to build reserves in the general fund or the special funds? This might have been appropriate in the 1960s, when unions represented about 80 percent of the U.S. workforce. But it's not feasible today, when only about 15 percent of the workforce is unionized.

The union needs to build reserves for emergencies, economic downturns and other unexpected circumstances. I'd like to build the equivalent of about a year's worth of operating costs into our general fund reserves in case another recession hits the industry like the one we experienced in the early 1990s.

In closing, I want to again thank the members for approving the bylaws changes and ask for your support over the next several months in continuing to update and improve your union's bylaws.

THIS MONTH in the ENGINEERSnews



San Francisco Airport Expansion

San Francisco International Airport

GATEWAY TO THE PACIFIC See page 8-9



Special Election Coverage



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ENGINEERSnews

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MEMBERS OVERWHELMINGLY APPROVE BYLAWS CHANGES

AMENDMENTS TO ARTICLES V AND VI WILL ENSURE LOCAL 3'S FINANCIAL HEALTH AS THE UNION STEERS TOWARD THE 21ST CENTURY

By an overwhelmingly margin, Local 3 members have approved amending Article V and VI of the union bylaws. These two sections of the bylaws contain the rules and regulations covering the union's initiation fees and dues. The changes were approved by a 90 percent margin during a round of district and specially called meeting in July and August.

"This is great news for the members," said Business Manager Don Doser. "The new dues structure will go a long way in stabilizing the local's finances and improving its overall effectiveness. The members are the real winners in this one. Not only will the new dues structure generate additional revenue for the union, the amount of dues members pay out of their pockets, in many cases, will actually go down."

DUES CHANGES

Effective Oct. 1, 1998, employed dues for all Local 3 bargaining units, except public employee and mining units, will increase from an amount equal to two hours and 20 minutes a month to two hours and 30 minutes of the applicable "average wage package," rounded to the next highest dollar. Dues for public employee and mining units will be an amount equal to two hours and 30 minutes a month of the applicable "average wage rate," plus the per capita tax that's payable to the International Union.

UNEMPLOYED DUES

Unemployed dues for all units, except public employee and mining units, will be equal to one-half of the employed dues, but in no event will it be less than 1 1/4 times the applicable "average wage package" rounded to the next highest dollar. Unemployed dues for public employees and mining units will be equal to one-half of the employed dues, but in no event will it be less than 1 1/4 times the applicable "average wage rate" and the International's per capita tax.

To be considered "unemployed at the trade" a member must not have received payment for more than 24 hours in each of two full calendar months in a fiscal year (October 1 - September 30) and not have received any compensation from an employer covered by a collective bargaining agree-

ment with Local 3 for more than 24 hours per calendar month. In order to be eligible for unemployed dues, a member may not be employed in any industry falling within the trade jurisdiction of the IUOE.

SUPPLEMENTAL DUES

The newest feature of the bylaws are provisions for supplemental dues. This type of dues, which is used by virtually all other construction crafts, supplements regular or window dues. Supplemental dues are usually paid by the member or negotiated into a collective bargaining agreement. The formula is usually based on an hourly rate times the number of hours a member works. Construction members in Northern California, for example, recently ratified 40 cents per hour in supplemental dues over the life of their latest three-year contract. Nevada members also recently ratified their master agreement, which contains provisions for supplemental dues.

Under the new bylaws, if the union negotiates, and a bargaining unit ratifies, hourly supplemental dues, the monthly window dues payable by members goes back to the old formula of two hours and 20 minutes a month of the applicable "average wage package or rate," rounded to the next highest dollar.

In addition, the monthly dues payable by members of that bargaining unit will, in accordance with the new dues formula, be reduced by \$6 for each 10 cents per hour in supplemental dues. But in no event will the monthly dues be less than an amount equal to 1 1/4 times the applicable "average wage package or rate," rounded to the next highest dollar.

CHANGES AFFECTING RETIREES

Under the new bylaws, dues for retired members eligible for benefits from the Pensioned Health and Welfare Fund will be \$15 a month due and payable quarterly. For retired members not eligible for benefits from the Pensioned Health and Welfare Fund, and for those who have exhausted benefits provided by the Good Standing Fund, dues will be \$13 a month due and payable quarterly. Effective this year, these two rates will be increased by \$1 a month for each \$25 that the monthly pension benefit is increased.

Retired members who have qualified for honorary memberships before Oct. 1, 1998 will not be required to pay dues. However, those who qualify for honorary membership after Sept. 30, 1998, will be required to pay dues in an amount equal to the per capita tax payable to the IUOE each quarter.

DELINQUENCIES AND SUSPENSIONS

Members who are 60 days delinquent in paying their dues will be suspended on the 61st day. A member who does go suspended will be required to pay a reinstatement fee of \$95, plus an amount equal to employed dues from the time the suspended member was last in good standing through the end of the quarter or month of the member's reinstatement.

TRAVEL SERVICE DUES

A traveling member of the IUOE who, for reasons of his or her own, does not want to transfer into Local 3 or any of its subdivisions and who is eligible to transfer will pay Travel Service Dues. Under the new rules, traveling members will continue to be obligated to pay Travel Service Dues until they notify Local 3 in writing that they are no longer employed nor seeking employment within the territorial jurisdiction of Local 3.

WHY THE CHANGES

Several recent trends prompted the union to seek a change in the bylaws. Under the old dues structure, dues flowed into the union in quarterly waves, creating large fluctuations in cash flow. In 1997, for example, Local 3 ran deficits in half the months of the year, sometimes as much as a \$1 million. In other months, the union had a surplus. These radical ups and downs were making it difficult to run the union effectively.

Another problems contributing to Local 3's financial rollercoaster was that the number of retirees has grown steadily over the past two decades, from a little less than 6,000 in 1978 to almost 10,000 last year. When active members retire, their union dues drops \$68 per month, from \$83 to just \$15 a month. This represents a significant reduction in revenue for the union. Although monthly pension payments have grown steadily over the past two decades, retiree dues has remained virtually the same. That's why under the new dues structure retirees with less than 35 years in the local will pay \$1 more per month in dues for every \$25 increase in pension benefits.

Another trend that was financially plaguing the union was that the amount retirees were paying in dues was being slowly eaten away by increasingly higher per-capita tax that Local 3 paid to the International. While retiree dues has remained steady at between \$15-\$17 per month over the past two decades, the monthly per-capita tax has tripled, from \$2 in 1978 to \$6 today. Now retirees who become honorary members after Sept. 30 of this year will pay dues equal to the International's per capita tax.

SANTA CLARA COUNTY'S MEASURE A & B CLEAR FINAL LEGAL HURDLE

The California Supreme Court refused to hear a challenge to Santa Clara County's \$1.2 billion 1/2-cent sales tax Measures A and B, thus clearing the way for construction of millions of dollars in highway and transit projects over the next several years.

The state's highest court let stand a lower court ruling, which said that Measure A and B required only a simple majority, not the two-thirds votes sought by sale tax opponents.

Santa Clara County voters approved Measure B by a 51.8 percent margin in November 1996. Measure A, an advisory measure that recommended to the county board of supervisors specific projects to

be built with Measure B funds, was also approved in the November 1996 election by a 77.6 percent margin.

But a group headed by the Santa Clara County Taxpayers Association and the Libertarian Party mounted a legal challenge in January 1997, claiming Measure A and B amounted to a special tax requiring a two-thirds majority under the landmark 1978 initiative Prop. 13 and 1986 Prop. 62.

Measure A and B survived two lower court challenges before being appealed to the state Supreme Court, which on August 26 simply refused to take up the case.

The nine-year tax is expected to raise more than

\$1.2 billion and go towards construction of major highway and mass transit improvements throughout Santa Clara County, including the widening of I-880, expansion of the county's light-rail system, and numerous interchange upgrades along U.S. 101 and I-880.

The decision is good news for Marin and Sonoma counties, which have placed similar transportation measures on the November ballot. If approved, the two measures in those counties would raise \$1 billion for a variety of transit improvements, including a passenger rail system, widening of U.S. 101 and other freeway upgrades.

HELP YOUR UNION ORGANIZE...

And help other workers achieve a better life

Business Manager Don Doser says:

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

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

Over 2,000 Local 3 members have received organizing training. Trained or not, you can help non-union workers obtain improved wages, benefits, retirement, job security and the future that you and your family enjoy.

How? Every time you see non-union owners and workers doing our type of work, talk to them. Show them your paycheck stub, explain the union advantage. If there's organizing interest, call the toll-free number and an organizer will contact you. Local 3 needs your call and your help.

JOIN US AT THE FRESNO

THE FRESNO PICNIC WILL BE HELD SATURDAY, OCTOBER 3 AT THE FRESNO COUNTY SPORTSMEN'S CLUB BEGINNING AT NOON. TRI-TIP AND CHICKEN, ALONG WITH UNLIMITED BEVERAGES, WILL BE SERVED AT ABOUT 12:30 P.M.. THERE WILL BE GAMES, PRIZES AND RAFFLES FOR EVERYONE. TICKETS ARE \$8 PER PERSON, CHILDREN UNDER 10 ARE FREE.

IF YOU WOULD LIKE TO PURCHASE ADVANCED TICKETS, PLEASE CONTACT THE FRESNO OFFICE AT (209) 252-8903. WE LOOK FORWARD TO SEEING EVERYONE THERE.



RENO – Retired member Joe Geer, middle, receives his 50-year watch and 25-50-year pins. Geer worked in construction and for Pacific State Steel for 27 years. With Geer is his son Joe and daughter Nony.



LIEUTENANT GOVERNOR GRAY DAVIS:

Local 3's choice for California Governor

When it comes to the November election, the governor's race is a no-brainer. Lt. Gov. Gray Davis is Local 3's clear choice.

Davis has always been a strong supporter of working families throughout his more than 30 years in politics. During his current tenure as lieutenant governor, as well as his eight years as state controller and two terms as a state assemblyman, Davis has amassed an impressive labor record. Some highlights include:

- During state budget delays in 1990 and 1992, Davis, as state controller, obtained court injunctions requiring that salaries be paid to state employees.

- In 1990, he distributed millions of dollars to public schools over the objection of Republican Gov. George Deukmejian, who was trying to impound the funds.

- When Pete Wilson became governor in 1991, Davis refused to implement Wilson's order to cut the pay of 27,000 state employees by 5 percent.

- Davis also won a court order overturning Wilson's attempt to increase health insurance premiums for state employees without renegotiating contracts. That same year, when Wilson was trying to slash the state workforce to help balance the budget, Davis demonstrated that the layoffs were unnecessary by identifying more than 20,000 vacancies.

- In 1992, Davis supported Prop. 162, which prohibited raids on public pension funds by guaranteeing public retirement system boards the exclusive authority to administer the funds.

- Davis was the first state controller to institute flex-time and an on-premises day care center for state employees.

- Davis actively supported increases in the state and national minimum wage.

- Davis opposed Prop. 226, the Anti-Labor Initiative.

Next month: Engineers News will examine Dan Lungren's record as a congressman and attorney general.

WHERE THEY STAND ON LABOR ISSUES:

**VOTE
1998**

**GRAY
DAVIS**



**DAN
LUNGREN**



daily overtime

Opposed Pete Wilson's elimination of California's daily overtime law. Has pledged to sign a law as governor that would restore daily overtime.

Defended Wilson's elimination of daily overtime, which cost workers over \$1 billion a year in lost overtime pay.

pension protection

Opposed Wilson's \$1.3 billion pension raid in 1994. Co-sponsored Prop. 162, a constitutional amendment that keeps politicians' hands off pension funds.

Defended Wilson's pension raid and opposed Prop. 162. In Congress, Lungren voted against Social Security.

minimum wage

Supported Prop. 210 to increase the minimum wage to \$5.75. At the time, the purchasing power of the minimum wage was at a 40-year low.

Refused to support Prop. 210. In Congress, Lungren voted against increasing the minimum wage.

job safety

Helped pass Prop. 97, which re-established Cal-OSHA after Gov. George Deukmejian tried to dismantle the agency.

Refused to support Prop. 97 to restore Cal-OSHA. In Congress, Lungren voted to cut funding for enforcement of federal workplace health and safety laws.

prevailing wage

Supports strong enforcement of prevailing wage laws for construction workers on public works jobs.

Defended Wilson's attempt to undermine prevailing wage laws and reduce construction workers' pay and benefits.

prop.226

Early opponent of the Anti-Worker Initiative. Declared we should not let working families be silenced, while calling Prop. 226 "a prescription for social disaster."

Strongly supported Wilson's Prop. 226, which would have silenced labor unions while allowing billion-dollar corporations to give unlimited amounts to politicians.

10TH CONGRESSIONAL DISTRICT

ELLEN TAUSCHER (D)

INCUMBENT VS.

CHARLES BALL (R)

Parts of Alameda and Contra Costa counties

In just two short years, first-term Congresswoman Ellen Tauscher has really made a mark in a district where Republican voters narrowly outnumber Democrats. By holding true to her early promise to remain a moderate voice in Washington, Tauscher has silenced critics by working hard for all interests in her district. The only Bay Area representative on the House Transportation and Infrastructure Committee, Tauscher successfully secured nearly \$3 billion in transportation funding for northern California.

Tauscher strongly supports working families and has a voting record to prove it. She voted against the Fairness for Small Business Act, which would have given employers legal protection against salting activities. She also voted against a bill that would have adjusted the



national standard for determining which companies fall under the jurisdiction of the National Labor Relations Board. Tauscher believes that all companies should be subject to the NLRB's regulations. Tauscher supports the eight-hour day and was a vocal opponent of Prop. 226, even submitting an article to the Contra Costa Times on why Prop. 226 is bad for both labor and business.

Tauscher also supports working families by fighting for accessible, affordable child care. She even founded the Child Care Registry, which provides background checks on care providers in the United States.

Her opponent, Charles Ball, stands by the Republican Party platform to the letter. According to his June primary slate card, he supported Props. 226 and 227 primarily because "big union bosses" opposed them. In the May 11 edition of Ball's Get on the Ball newsletter, he announced his support for the Paycheck Protection Act, a national version of Prop. 226. Ball also said, "Congresswoman Ellen Tauscher opposed the Paycheck Protection Act. How does she stand on the California version which will be on the June 2 ballot as Proposition 226? Probably right in line with the liberal Democrats and the union bosses."

Ball also believes that the "big labor-union bosses will stop at nothing to destroy the Republican agenda and cut away at the razor-thin majority in the House of Representatives." He may just be right about that.



12TH SENATE DISTRICT

SAL CANNELLA (D)

VS.

DICK MONTIETH (R)

Merced County, western Stanislaus County and a portion of San Joaquin County

Former Assemblyman Sal Cannella, who was termed-out in 1996, is an accomplished legislative leader with strong ties to the community. His moderate political views are well-suited to the district. His opponent is Dick Montieth, a conservative Republican who eked out a victory over incumbent Democrat Dan McCorquodale for the seat in 1994.

Cannella was a member of the Machinists union from 1957-1990. When he was fired from his job in 1990 for refusing to cross a picket line, Cannella decided to make a run for an Assembly seat. That wasn't the first time he refused to cross

a picket line, however. When Cannella was the chairman of the Stanislaus County Board of Supervisors, he was asked to break ground on a major project. When he got there and saw that members of the Carpenters Union were holding an informational picket, he refused to cross the line.

Cannella was a loud and vocal opponent of Prop. 226, one of the few in the Valley to take a public position against that measure. Since he had no Democratic opponent in the primary, Cannella spent the majority of his time campaigning against Prop. 226.

He strongly supports prevailing wages. In fact, the Building Industry Association wrote Cannella a letter saying that although they appreciated his efforts to support businesses, they could not endorse him because he was a staunch supporter of prevailing wages.

Dick Montieth, on the other hand, is 0-for-life on labor issues. He supported passage of Prop. 226, supports privatization and the elimination of overtime pay, and staunchly opposes prevailing wages.

24TH ASSEMBLY DISTRICT

PHIL STOKES (D) VS.

JIM CUNNEEN (R)

Parts of Santa Clara County, including the suburbs of Cupertino, Los Gatos, Saratoga and most of San Jose and Campbell

This is generally a swing district, although the last three elections have been won by Republicans. However, Phil Stokes has lived in the district for over 30 years and has strong ties to the area. He has held elected office in the area for 14 years as a De Anza Community College trustee



and is a popular and dynamic community leader.

Unlike Cunneen, who was "neutral" on Prop. 226, Stokes was vehemently opposed to the Anti-Worker Initiative.

As a college professor, Stokes is at the forefront of the fight to improve California's schools. He taught in De Anza College's first women's re-entry program, Project Hope for at-risk youth and the Neighborhood Youth Corps program for minority at-risk students.

Cunneen has a bad habit of using his "moderate" Republican status to gain favor with the districts middle-of-the-road voters. In actuality, Cunneen doesn't really commit to anything that goes against the Republican Party platform. He is allowed to vote with Democrats on issues he knows the governor will veto, but wouldn't do it if there were any possibility the bill would pass.

28TH ASSEMBLY DISTRICT**ALAN STYLES (D) VS.****PETER FRUSETTA (R)***San Benito County, portions of Santa Clara, Santa Cruz and Monterey counties*

Alan Styles has made a commitment to protect the rights of working people throughout California. He is a very popular politician in the area, serving three terms as mayor of Salinas, the largest city in the assembly district. The area has a large Latino population, a demographic Styles has worked hard to befriend. If enough Latino voters go to the polls, Styles' dedication to them may ultimately decide the election.

Styles also served on the Alisal School Board from 1983 to 1987, so his commitment to education is a prominent focus of his campaign.



The district has a large Democratic registration, but Frusetta has twice edged out Lily Cervantes for the seat, by a mere 389 votes in 1994 and 1,761 votes in 1996. Running for his final term, Frusetta, who plays up his cowboy image almost to a fault, may be an easier target this time. He has made a fool of himself in the local media by refusing to debate Styles because he felt Styles insulted Frusetta's horse, Billy, in a campaign piece. Many voters in the area wrote angry letters to the papers that Frusetta should stop hiding behind his horse and should debate the issues important to area residents.

From overtime pay to safety in the workplace, Frusetta has consistently voted in a manner detrimental to working families. In fact, Frusetta considers labor organizations "special interests" and refuses to meet with them.

30TH ASSEMBLY DISTRICT**DEAN FLOREZ (D) VS.****ROBERT PRENTER (R)***Kings County, western portions of Fresno, Madera and Kern counties*

This district, which produced no Democratic candidate in the 1996 election, has an unusual history in recent years. Although Democratic registration outnumbers Republican by 16 points, the GOP took control of the district in 1994 with Brian Setencich. In 1996, Republicans pitted Southern California transplant Robert Prenter against Setencich in the Republican primary as punishment for Setencich's support of Willie Brown. Setencich ran a write-in campaign for the general election, but was unsuccessful despite garnering 29,000 votes as a write-in candidate.



This year, the Democratic Party has a qualified candidate in Dean Florez. Endorsed by the AFL-CIO, the California Teachers Association and several area legislators, Florez is a conservative Democrat with strong ties to the area. He currently serves on the California High Speed Rail Authority as a Cruz Bustamante appointee. His loyalty to the district is so strong that he turned down a lucrative career as an investment broker to return home and start his own consulting firm, which specializes in municipal economic development.

Prenter has the advantage of incumbency, but his first term performance hasn't dazzled anyone. In the primary, Prenter spent over \$300,000 to try and retain the Republican nomination, including \$125,000 funneled into his campaign from the Republican Assembly Caucus during the last two days of the election. He is ultra-conservative politically and will do the GOP's bidding in terms of anti-labor legislation.

VOTE '98**CANDIDATE PROFILES**

NEWS FROM THE

credit
union

by Rob Wise

Credit Union

Treasurer

ACT NOW TO SAVE WITH THIS AUTO LOAN RATE SPECIAL

Through October 31, the credit union is taking a half-percent off its new auto loan rates and one quarter percent off its used auto loan rates for purchases only. With the discount, new auto loan rates are as low as 6.75 percent and used auto loan rates are as low as 7 percent. Call 1-800-877-4444 or visit the credit union's Web site at www.oefcu.org for more information.

MARK YOUR CALENDARS FOR OCTOBER CAR SALE

Saturday, October 31 is the date for this fall's nearly new auto sale. More than 150 late model cars, trucks and sport utility vehicles will be for sale at each of two locations. The sale takes place at the credit union's Dublin, Calif. branch and at Corporate Motors, 6250 Florin Road in Sacramento. A special one-quarter percent discount off the credit union's already low auto loan rates will be in effect during sale hours only, 8 a.m. to 2 p.m. The special sale discount is in addition to the discount being offered to members through October 31.

This will be the fourth sale the credit union has done with Corporate Motors. The selection of vehicles at the sale will be based on what members attending past sales have requested.

At the sale you will find an atmosphere completely unlike that of a dealership. You will be on friendly, credit union turf with loan officers on hand to answer your questions. Make sure to save yourself time by applying for your loan before the sale. Applying is easy to do. You can call any credit union branch or apply online.

PREPARED FOR THE YEAR 2000

Long before the year 2000 became a popular news topic because of the potential impact it will have on computer systems worldwide, it had ceased to be news for the credit union. Following guidelines established by the National Credit Union Administration, the credit union has completed its plan for dealing with the

potential problems associated with the date change. As part of executing this plan, more than 90 percent of the credit union's information processing systems have been addressed to determine if they are "year 2000" ready. The remaining 10 percent of the systems will be addressed by the end of this year.

The credit union is also working closely with the outside companies used to support its operations, making sure their systems will be ready for the date change as well. Members will be kept informed about the credit union's year 2000 preparations through the quarterly newsletter and the Web site.

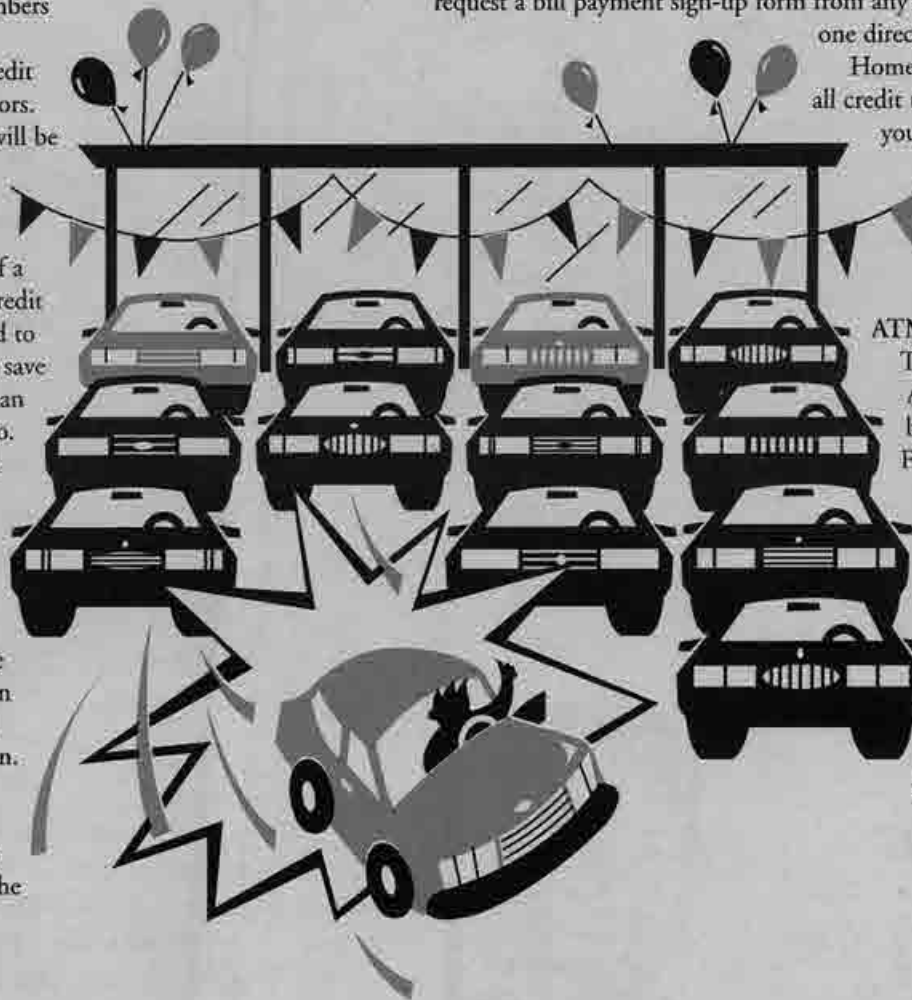
EXTEND THE BENEFITS OF THE INTERNET BRANCH

The list of reasons to join the credit union continues to grow. The latest reason: bill paying has never been easier. The credit union now offers electronic bill paying so you can pay your bills online without the hassle of writing out checks and stamping envelopes month after month. You can even set up recurring payments. And the service only costs about as much as you would have spent on stamps. To begin enjoying this service, request a bill payment sign-up form from any branch. Or you can print one directly from the Web site.

Home banking is available free to all credit union members. It gives you the convenience of accessing your account information 24 hours per day without having to wait in any lines.

ATM NETWORK GROWS

The credit union has opened ATM's at its San Jose, Calif. branch located at 798 N. First Street and also at the Greenbrae Shopping Center in Sparks, Nev. ATM's are also available at the Dublin, Calif. branch and at Local 3's headquarters in Alameda, Calif. If you are a credit union member you can use any of these ATM's free of charge.



Rates as low as
6.75% APR* day
of the sale only!

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RAIN OR
SHINE!

Nearly-New Car Sale

- ◆ More than 150 cars! Most still under factory warranty
- ◆ Huge selection of cars, trucks, vans and sport utility vehicles
- ◆ No cash needed....100% financing available

Vehicle Information Hotline: 1-800-999-9476 • For Loan Information: 1-800-877-4444 or 925-829-4444

Saturday - Oct. 31

8 am - 2 pm

for OE Credit Union Members Only

Credit Union Dublin Branch
6300 Village Parkway
and
Corporate Motors
6250 Florin Road, Sacramento

* Annual Percentage Rate. Includes .50% discount for using an automatic payment method on models that are 1992 or newer and .25% discount given day of sale only. Rates subject to change without notice.

NEWS FROM

teaching
techs

by Paul Schissler

**Administrator,
Northern
California
Surveyors Joint
Apprenticeship
Committee**

Wilson takes one more whack at workers' pay

Pete Wilson, still smarting from the stinging defeat of Prop. 226 in the June primary, wasted little time before once again showing his contempt for construction workers. He used his blue pencil last week to delete some items from the new state budget that had been inserted to protect both prevailing wages and decent minimum rates for apprentices.

Wilson deleted budget language sponsored by the State Building and Construction Trades Council (SBCTC) that would prevent funds from being appropriated to the Department of Industrial Relations (DIR) for changing the long-established modal method of calculating prevailing wages. The governor also eliminated language that said the DIR could not transfer money from other funds to finance a change in the modal method.

Despite Wilson's poison pencil attack on construction wages, decisions by a Sacramento superior court and a San Francisco appellate court still prevent Wilson and the DIR from changing the modal method to a wage averaging scheme that would cut construction pay on public works jobs by around 20 percent. The administration, with the support of Attorney General Dan Lungren, is trying to persuade the state Supreme Court to overturn that decision.

In his budget attack on apprentice wages, Wilson whacked SBCTC budget language crafted to prevent the Wilson-appointed California Apprenticeship Council (CAC) from changing current regulations. The anti-union CAC members are proposing to reduce apprentice pay by changing the minimum wage regulation.

Apprenticeship wage regulations currently guarantee a minimum wage and decent, mandatory, periodic pay raises for apprentices on private construction projects. Wilson's CAC appointees are currently proposing a rule to do away with the minimum wage for apprentices, and to allow periodic raises to be as small as 1 cent. This would drastically cut the paychecks of thousands of apprentices statewide.

The CAC also wants to adopt a rule that would virtually eliminate the present requirement that anyone proposing a new apprenticeship program must demonstrate a need for it. This would allow non-signatory contractors to establish programs that would create a supply of cheap indentured labor that can be

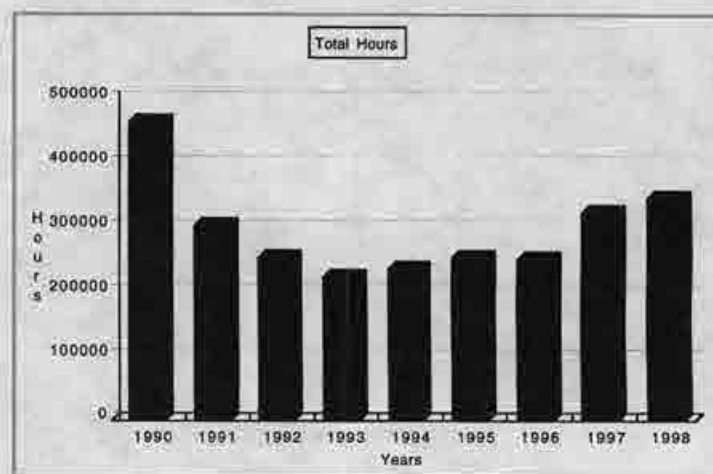
used to undercut union contractors.

The CAC has already approved one non-union apprenticeship program where apprentices pay in blood. The training is paid for by apprentices blood bank donations.

Wilson vetoed budget language that said the CAC would be funded only on the condition that it not change apprenticeship regulations. Wilson argued in his veto message that the CAC could be funded through the DIR's Division of Apprenticeship Standards. In reality, Wilson not only cut the entire CAC budget, he actually illegally appropriated money the legislature did not approve in the budget bill. The governor is so determined to persecute unions that he ignored the state constitution.

You will soon have an opportunity to tell Wilson and his cronies how you feel when election day comes in November. When you cast your ballot, vote for Gray Davis. Make an investment in your family's future.

The above information was compiled from the Legislative Bulletin.



NEWS FROM THE

addiction
recovery
programby Uwe Gunnarsen
Director

Addiction is a treatable illness

It is generally believed that drug and alcohol abusers have to hit bottom before they will ask for help. By that time they have often done significant and irreversible damage to their bodies, have lost their families, are deep in debt, and may soon get fired from their jobs. In fact, it is this latter threat, losing a job, that seems to be the most effective motivator for an addict to seek treatment.

The federal regulations that mandate drug testing in the workplace have, for all practical purposes, institutionalized this threat in order to create a drug free workplace. In the early 1980's, the approach was to find the addicts and fire them. However, since addiction is an equal opportunity disease, the employers soon learned that they were firing some of their best employees. Furthermore, just firing addicted people and denying them employment creates a class of people who are unable to work and therefore are not productive and contributing members of our society.

Nowadays, when we talk about drugs in the workplace, we are not just talking about drug testing. We are talking about education, prevention and treatment. We are talking about giving people a chance to work again or to continue to work while being involved with some remedial action for their addiction.

There is no doubt whatsoever that addiction is a treatable medical illness. Treatment, in its various forms, works and is also cost effective. Practically everyone knows someone who has failed at least one course of treatment. Compared to treatment of other chronic conditions, substance abuse treatment has excellent success rates:

Alcoholism	60 percent
Opiate Addiction	60 percent
Cocaine Addiction	55 percent
Depression	65 percent
Schizophrenia	60 percent
Angioplasty	41 percent

As you can see, a commonly performed artery operation done to remove clogging fat is not as successful as substance abuse treatment. The above success rates also precede the implementation of drug testing in the workplace. Experts anticipate that the success rates of substance abusing employees identified by positive drug tests will be significantly higher. This, of course, is due to the early identification of the addicted person and treatment being offered before the addiction can progress to the point where physical, social and occupational damage can occur.

Some members of our union have taken a good look at their abuse of addictive substances, and have correctly decided that it was not worth it anymore. By contacting us they have been able to utilize our confidential services and assistance in recovering from addiction. If you or your spouse have any questions, please call us.

Addiction Recovery Program (800) 562-3277

Hawaii members call: (808) 842-4624

DRUGS VS. ALCOHOL

Although drug abuse gets the attention, alcohol is five times more expensive to the workplace, says Jeffrey Smith, president of the National Association of Collection Sites. Drug abuse accounts for \$7.2 billion a year in lost productivity, compared with a whopping \$33 billion in losses caused by alcohol.

"In the manufacturing sector," says Smith, "11.1 percent of employees use illegal drugs while 17 percent drink heavily. Alcohol, although not illegal, plays a significant role in lost productivity, increased risk of accidents, higher medical costs and low morale in the workplace."

Simply Awe

San Francisco International Airport's \$7-billion expansion: a concentration of construction work in a small area

There aren't many instances when close to \$2 billion in construction work is jammed in an area the size of a shopping mall, but that's precisely what's happening at San Francisco International Airport.

Within a half-square-mile area seven major projects and several smaller jobs are going simultaneously: a huge international terminal and two boarding areas, an automated light-rail shuttle system, elevated and surface roadway network, two 9-story parking garages, BART station, freeway interchange improvements, and cargo and rental car facilities.

The expansion project, which is under a project labor agreement, employs more than 2,500 construction workers. Of that number, about 125-175 are Operating Engineers. In early August, when Engineers News visited the project, there were over 30 cranes of various sizes working at the SFO expansion project.

The expansion is necessary because SFO is the second fastest-growing airport in the United States behind Atlanta. More specifically, the number of international passengers grew from 3.6 million to 6.8 million in the past eight years, with Asia accounting for half the overseas travel.

When completed in late 2001, the project will have pilings totaling 716,000 linear feet, the equivalent of 135 miles; 88,393 yards of concrete, the equivalent of 23 miles of divided highway; 35,900 tons of structural steel, enough to build a 71-story office tower; and 721,000

square feet of metal and glass exterior walls. The amount of terminal floor space, 867,000 square feet, is equal to 18 football fields.

The terminal will be the world's largest building constructed on base isolators, large steel spheres set in 4.5-foot diameter bowls that permit the building to shift gently during an earthquake.

Needless to say, the SFO expansion is the largest public works project in California and by far the largest airport expansion in the nation. Amazingly enough, all of this construction is being done without interruption to airport operations.

And the building may not stop with the current expansion. The San Francisco Airport Authority is studying the feasibility of constructing yet another runway, most likely a huge fill on the bay. The airport's existing 60-year-old parallel runways have only a 750-foot separation, far below the 4,300-foot separation requirement at most modern airports.

Whatever the outcome of the new runway, the airport expansion has been a major job producer for the building trades in San Francisco and San Mateo counties and a boon to the local economy, generating \$7.5 billion in annual personal income and \$3.8 billion a year in federal, state and local taxes.

Falsework for the \$7-billion expansion project was installed earlier this summer.



esome!

2.4 billion expansion has the heaviest anywhere in the United States



The crew of one of Bragg Crane Service's Manitowoc M250s is from left: oiler Michael Guerrero, operator Brian Williamson and oiler Jose Rosas. Below is Business Rep. Pete Fogarty.



on interchange improvements takes shape



Piledriving rigs dot the skyline during the early phases of the project



On one of Tutor-Saliba's cranes, a 140-ton P&H, is from left: crane operator Tom Watts, oiler-operator Novice Massingale and foreman Jeff Scott.

Current SFO Projects

New International Terminal

Construction: 2.5 million-square-foot terminal plus two boarding areas containing 26 gates. Terminal itself is 867,000 square feet, the size of 19 football fields. Terminal's roof is a steel space frame truss assembly, with the trusses measuring 180 feet long, 35 feet wide, 27 feet high and weighing 95 tons each.

Contractors: Tutor-Saliba, Perini & Buckley JV has the terminal; Hensel-Phelps has Boarding Area A; Tutor-Saliba, Perini & Buckley JV has Boarding Area G.

Project cost: Terminal (\$650.5 million), Boarding Area A (\$135.9 million), Boarding Area G (\$146.6 million), for a total of \$933 million.

Airport Rail Transit System

Construction: 3-mile, 10-stop elevated inter-airport shuttle system. Pile supported cast-in-place concrete.

Contractor: Tutor-Saliba Corp.

Project cost: \$430 million

Elevated & Surface Circulation Roadway

Construction: 2 miles of surface and elevated roadways that provide vehicle access from U.S.

101 to the new terminal, parking garages and two bus concourse areas.

Contractor: C.C. Myers/Condon-Johnson JV
Project cost: \$43 million

International Terminal North & South Parking Garages

Construction: North Garage is a 9-story, 1,437-space structure; the South Garage a 9-story, 1,698-space structure.

Contractor: Tutor-Saliba Corp.

Project cost: North Garage (\$39 million), South Garage (\$52 million)

BART Station

Construction: 8-story, 5-level 90,000 square-foot facility

Contractor: Tutor-Saliba Corp.

Project cost: \$78 million

Inbound & Outbound Ramps and Structures

Construction: 5 pile-supported, prestressed concrete bridges and BART overcrossing, new collector-distributor roads to south and north of airport entrance, modifications to San Bruno Avenue overcrossing, seismic retrofit of I-380 viaduct and existing inbound-outbound freeway ramps.

Contractor: C.C. Myers/Condon-Johnson JV
Project cost: \$72 million

Rental Car Facility

Construction: 5-level parking structure; operator staging area; airport transit station; fueling and cleaning facilities; offices.

Contractor: Tutor-Saliba Corp.

Project cost: \$131.5 million

NEWS FROM

fringe
benefits

by Charlie Warren

Director of

Fringe Benefits

COLLEGE STUDENTS COVERED BY THE
CALIFORNIA HEALTH AND WELFARE PLAN

The Operating Engineers Health and Welfare plan for California covers unmarried dependent children until age 19. Coverage is extended to age 24 for students enrolled full time at an accredited school or college. This extension of eligibility applies to participants in both the regular plan and Kaiser.

Students maintain their coverage during the summer months if they are enrolled for the terms preceding and following the summer break.

Students age 19 and over are required to submit proof of enrollment from the registrar's office each semester or quarter. 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, submit a completed Student Dependent Certification form to the trust fund office. These forms are available from your district office, the fringe benefits office or the trust fund office. Upon receipt, the trust fund will note the information and any claims submitted can be processed in the normal fashion.

- Have students make a copy of the certification for their records.

- Students covered under the Kaiser plan should, in addition to providing the required documentation to the trust fund, submit proof of enrollment to Kaiser when requested.

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 certifications without the member's information. In many cases, the office cannot match these forms to the proper member. The trust fund handles accounts for thousands of members, so be sure that all correspondence is always properly identified.

American Diversified Pharmacies mail order program

For members and dependents covered by the California Health and Welfare Trust Fund and the Retiree Health and Welfare Trust Fund, the prescription mail order services of American Diversified Pharmacies Inc. are available for your use. The company has been providing personalized prescription services to Operating Engineers and their families for over six years. American Diversified Pharmacies is located in Local 3's Sacramento, Calif. office and proudly employs members of Local 3.

American Diversified is convenient, easy to use and offers several advantages:

- No out of pocket expense to you
- No claim forms to file
- No waiting for reimbursement
- Your doctor may call or fax your prescription directly to the pharmacy
- American Diversified will obtain refill authorizations for you
- Prescriptions are shipped directly to your home
- Walk-in service is available
- Toll-free customer service line at 1-800-568-2177
- Toll-free fax line at 1-800-568-2174
- New orders are shipped the next business day
- A pharmacist is available for drug information 24 hours a day
- Friendly, personalized service

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

Retirees Association

Thanks to all the retirees and their spouses who turned out for the summer round of Retiree Association meetings. The turnout was great and, always, we are grateful for all the support the retirees give our union.

talking to
techs

by Andy Mullen

Director, Technical
Engineers DivisionVOLUNTEERS NEEDED TO HELP
ENSURE GOOD FUTURE

We know most of you have been working a lot of hours, making up for time lost during the wet winter and spring. However, we desperately need your help. The November 3 election, critical for many reasons, is just around the corner. Having defeated Props. 226 and 224 during the June primary, labor needs to carry over that momentum and elect a governor that will support the working people of California. It is imperative to our well being that we elect Gray Davis for governor.

We urge each and every Tech Engineer to call the nearest union hall and volunteer your time. Districts need volunteers to phone bank, walk precincts or help with any other political functions the offices may have planned. These activities are generally scheduled for weekends or evenings. If each of you could donate a couple of evenings a week, or even just a few hours on the weekend, it would be greatly appreciated. Call the hall and let someone know that you're a Tech Engineer and would like to help out. Or you can give either myself or Gerry Orme a call and we'll help coordinate your efforts. If you've never volunteered before, it can be a lot of fun and you'll be glad you did. Remember, this is your union and we all need to work together to keep it strong.

COMET CLASSES

If any of you have not had the opportunity to attend one of Local 3's COMET organizing classes, we urge you to do so at your earliest convenience. Business Manager Don Doser sets a high priority on organizing and Local 3 has prospered under his guidance. The tech department is very active in this area and Bob Miller, Local 3's organizing director, has made his department available to assist us whenever needed. The COMET program is interesting and can put you in the position of helping us out in the field. Classes will be held this winter so you can attend when work slows down. Sign up by calling the nearest hall.

We still have some employers in need of surveyors, so if you know of any non-union workers or see any non-union crews, please leave us a message at (510) 748-7431. We can then attempt to organize the entire company or at least try to strip some of their key people.

NEWS FROM THE

safety
dept.

by **Brian Bishop**
Safety Director

FIRST AID TRAINING for SURVEYORS

Seven surveyor apprentices took part in an American Red Cross CPR and first-aid class Saturday, Aug. 29. Instructed by Safety Director Brian Bishop, the class was held at Local 3's Alameda headquarters. Paul Schissler, who heads the Surveyors JAC, arranged for the class because all surveyor apprentices are required to have these certifications. CPR cards are good for one year and first-aid cards are good for three. If you are interested in taking a future class please contact the Safety Department at (510) 748-7400. The cost for the class is \$20.



Taking the CPR class were: Jesus Martinez, Sabrina Paulson, Johnnie Mechikoff, Allan Canumay, Heath Brisco, Ian Schoneman, Mike Wrath



Surveyor apprentice Sabrina Paulson practices her CPR skills at the August 29 class

HAZMAT TRAINING SCHEDULE FOURTH QUARTER 1998

All Classes will begin at 7:00 a.m.

40-HOUR HAZMAT TRAINING PROGRAM

Rancho Murieta	October 12-16
7388 Murieta Drive	November 16-20
(510) 748-7400 ext. 3358	

(Housing is available; however, reservations must be made ten (10) days prior to the course date)

Alameda Headquarters	December 14-18
1620 S. Loop Road	
(510) 748-7400 ext. 3358	

EIGHT-HOUR REFRESHER

Fairfield	November 12
2540 N. Watney Way	
(707) 429-5008	

Santa Rosa	November 13
6225 State Farm Dr., Ste. 100	
Rohnert Park, CA	

Stockton	December 5
1916 N. Broadway	
(209) 943-2332	

Fresno	October 10
Cedar Lanes	
3131 N. Cedar	
(209) 252-8903	

Marysville	October 23
Sutter-Yuba Board of Realtors	
1558 Starr Drive, Yuba City	
(530) 743-7321	

Redding	October 24
20308 Engineers Lane	
(530) 222-6093	

Sacramento	December 4
4044 N. Freeway Blvd., Ste. 200	
(916) 565-6170	

San Jose	November 14
IBEW Hall-908 Bern Court	
(408) 295-8788	

Oakland	December 2
1620 S. Loop Rd.	December 3
Alameda, CA	December 19
(510) 748-7446	

PREREQUISITES for REFRESHER COURSE

Proof of Completion of the 40-Hour Training or Last Recertification.

TUITION • Effective July 1, 1998

40-Hour Course

Operating Engineers Members	
on the out-of-work list	no charge
Sponsored Students	
Operating Engineers	\$250.00
Non-members	\$300.00

Eight-Hour Refresher

Operating Engineers	no charge
Non-members	\$30.00
Current Card-carrying Members	
of the International Brotherhood	
of Teamsters	no charge

The tuition includes all classroom materials.

Tuition is due at the time of the class. Certificates will be held in the event of non payment. No Cash will be accepted.

REGISTRATION

To Register, please call the number that is listed for the course you would like to attend.

NEWS FROM THE districts

Operators working hard in Sacramento District

from Sacramento

SACRAMENTO - Construction and related activities are at an all-time high in the Sacramento District. The area is booming, with scheduled overtime the norm. It will continue this way until the rainy season begins.

The work situation in the Sierras is really moving. Granite Construction has picked up 42 miles of paving on Hwy. 50, starting at Echo Summit and continuing west to Riverton. Ron Hale of Redding is doing the asphalt grinding on that job. Granite is also still working strong in Kings Beach on Hwy. 267.

Ladd and Associates of Redding picked up a big job in Soda Springs on I-80. The job is estimated between \$10 and \$20 million and consists of finish grade, excavating and paving. This is a good project and will continue into next year.

Teichert Construction has been picking up work in the lower mountain area including Meadow Vista, Auburn and Drum Road above Alta.

Ford Construction is going strong on the pipeline in South Lake Tahoe and Joe Vicini Inc. has been picking up work in El Dorado County.

In addition, there are various road improvement and fiber optic jobs throughout the Sierras.

Work in Yolo County is also very strong. Teichert is there working on two subdivision projects. One is a 1,100-lot project for Lennar Homes on Del Paso Boulevard estimated at \$22 million. The other is 500 lots for Gateway West on El Camino and Del Paso Boulevard worth \$8 million. The two projects combined employ about 35 operators.

Civil Engineering is half way through a \$2 million underground project for the Yolo County Water Department in the Natomas area on River Road. There are 20 operators on that project. Benco is working on the earthquake retrofit for the Causeway on I-80. Agra Foundation, subcontractor to Benco, is doing most of the crane work. Agra is using 10 operators.

Many contractors are reporting a lot of work on the books and ongoing problems manning their equipment because of a shortage of operators.

SUPPLEMENTAL DUES

Supplemental dues authorization cards are available for your signature. Your signature on this card is very important, as your dues will increase a substantial amount effective Jan 1, 1999 if a card is not on file for you. A significant number of members have already signed the cards. If you haven't signed one, please contact your business representative or the district office and we will get one to you.

Thanks to all who attended the Sacramento District picnic. The large turnouts and the festive activities make these events successful. Special thanks go to Bev Blagg, Toni Mendes and Kathi Westlake. These women are the heart and soul of the event.

We have good news and bad news. The bad news is that Pete Angelos underwent emergency surgery recently. The good news is that the surgery was a success and Pete is convalescing nicely. We wish you a speedy recovery, Pete.

As mentioned last month, the political season will hit full speed very soon. We won a major battle when Prop. 226 went down in flames, but the war is far from over. Be prepared to fight.

*By District Rep. John Bonilla,
Business Reps. Jay Bosley, Ricky
Johnson Sr. and Jim Horan*

NORTH NATOMAS PROJECT PROMISES POPULATION EXPLOSION

SACRAMENTO - Sacramento is about to get bigger. The North Natomas subdivision, long the topic of many a debate in the region, is finally underway. The area will essentially be a city of its own, consisting of several planned neighborhoods, parks, bike paths and open space. Located in the fields surrounding Arco Arena just 10 minutes from downtown Sacramento, North Natomas is finally becoming a reality after a nearly 20-year campaign.

Teichert Construction has been doing some site work on a job estimated at \$22 million. The company currently has 12 scrapers moving close to 25,000 yards of dirt per day on the Northpoint/Northborough development, one of three communities that will come into focus this year.

Teichert is using 22 operators for this job, which includes a total of 1,100 lots. The first 479 lots were expected to take 30 days to complete, but were done in 14 days. According to Foreman Jeff Deussenberry, early completion of the first section was due to the skilled operators working on the project.

The North Natomas subdivision is projected to have 3,300 acres of residential land in the community with 21,000 single-family homes planned. The total area, including all of the amenities, will be nearly 9,000 acres. The number of residents in Sacramento's newest suburb could reach 60,000 by the year 2030.



Teichert's crew on the North Natomas Project.



Foreman Jeff Deussenberry, left, is pictured with Mike Anthony, seated, and Sacramento Business Rep. Frank Rodriguez.

NEWS FROM THE districts

Work in Utah keeps operators busy – and off the out-of-work list

UTAH - Have you ever had something so good happen to you that you wish it would go on forever? Well, work in Utah has been so good, we hope it never ends. As of August, the Utah District has 620 dispatches and climbing. In the past, this would have been the total dispatches for two years.

W.W. Clyde is going strong with more work at Lake Side, the winter sports park at Park City, the River Oaks subdivision and the Snow Basin expansion. Clyde's work at Kennecott has held steady this year and has kept six operators working. The company also has several projects going in central Utah that could work into the winter.

Howa Construction has been busy this summer finishing a library for the blind contracted out by the state of Utah and has been busy with the Albertson's supermarket at the Cottonwood Square project. Howa is also the general on the \$170 million Jordan Landing project, which is a big office and mall project around the 7800 South and Bangerter Highway area.

Wasatch Constructors has been trying to get some grade finished so they can meet their concrete paving goal set for them this year by the state. It has constructed a mobile batch plant at the 90th South area and the 9th West and 2100 South freeway area. Wasatch has two Gomaco 4000 pavers working to meet its white paving needs. The company also has been doing night pours on the bridge decks because of the 95 degree heat during the day. Utah's specifications required the contractor to make these late night pours when the day time temperatures exceeded a certain mark.

Valley Asphalt has been busy doing some asphalt work in the Salt Lake area. It had a crew doing a 3.5-mile paving job from 1300 East to 2300 East on 9400 South. It was good to see a

crew working in the Salt Lake market area.

Granite Construction is still going strong with its contract on the Lite Rail project, which starts at 1300 South and ends around the 10200 South area. The roto milling contract on I-80 East around Wanship and Coalville has kept that crew working six and seven days to meet the October deadline.

Granite's Ogden division has also been busy with a lot of asphalt work in that area. Foreman John Church's asphalt crew has been working hard all year, and won't be slowing down until winter.

Granite's other asphalt crew led by Dave Powers is also putting in a lot of time working in Salt Lake County and parts of Utah County.

Buehner Concrete has been busy with its tilt up and pre-fab buildings this summer with work at the Draper Business Park and several other office complexes on the east side of the Salt Lake Valley.

C.C. Myers is in full swing on its structure contract for the overpasses between 400 North and 1300 South – a total of almost 30 overpasses. The company currently employs six operators and uses Acme Crane whenever it needs an extra crane for a short job.

Olsenbeal has two new 250 Manatowocs and a third one on order. Until then, the company is using a borrowed 777 Manatowoc. Olsenbeal has the contract on I-15 to set all the heavy steel and bridge girders on the project.

This summer has been a great working season for most of the operators in this area, and we hope it will continue late into the fall. Let's continue to work smart and, more importantly, work safe.

Business Rep. H.K. Pang



Buehner Company employees work on the Draper Business Park Project. Clockwise from upper left: foreman Don Tripp, Lonnie Cahoon, and utility operators Galim Adams & Jason Reed.



Finish Asphalt Roller Operator Don Cain Valley Asphalt, 9400 South, Salt Lake

Employees association establishes memorial scholarship

MARYSVILLE - The Lake County Employees Association (LCEA) has established the Dan Valesano Memorial Scholarship as a tribute to the Local 3 Public Employees business representative who passed away in late 1997.

Vanessa Zoeline Batres, daughter of Local 3 member Donna Batres, was the first recipient of the \$1,000 scholarship. The Kelseyville High School senior plans on attending Mendocino College before getting a four-year degree in psychology from either Sonoma State University or San Diego State University.

Valesano represented the members of the LCEA, which is affiliated with Local 3.

"He made us very aware of the importance of belonging to a union and the importance of sticking together," said Larry Fabisch, LCEA president.

Valesano's widow, Michelle, is employed by Lake County and assisted in the selection of the scholarship winner.

BUSY WORK SEASON CONTINUES

Work in the Marysville District continues to be very busy, with Baldwin Contracting Company moving in to start work on a bicycle path project around the city of Marysville. The company is also doing some grinding and paving work at various locations throughout the district.

The first phase of the long-awaited Arciero Racetrack project was let out to bid in August. The Indy-style race track, which will be located south of Marysville off Hwy. 65, will be constructed entirely with union labor, thanks to a project labor agreement hammered out by the building trades.

The race track is expected to have a growth impact on the Olivehurst Public Utility District, whose employees are public employee members of Local 3.

ARB Inc. is finished work on the first phase of the Wild Goose underground natural storage project at Gray Lodge near Gridley and is moving on the phase two.

Mountain Cascade has moved into Chico to start work on the discharge line for the

Chico Sewer Plant Project.

Blaisedale/Baker Inc. of Redding is busy working on the Dry Creek bridge replacement project south of Chico on Hwy. 99. Jarrett Foundation is doing the piledriving work.

A new three-year agreement with Tenco Tractor was ratified recently. Many thanks to the negotiating committee, who put in many hours getting this important contract. Members from the Pleasant Grove shop were Bob Casey, Will Johnston and Butch Olson. West Sacramento negotiators were Vic Young, John Vaars and Hank Page.

Clemens Construction Company of Redding was low bidder for \$127,721 on a drainage, culvert and rock slope protection project at Chandler Road west of Spanish Creek Bridge near Quincy in Plumas County.

Granite Construction of Sparks, Nev. was low bidder for \$4.2 million on various asphalt surfacing projects in Sierra County.

Business Reps. Dan Mostats and Chuck Smith

frommarysville

NEWS FROM THE districts

1998 Ruby Mountain FFA livestock sale

ELKO - Amanda Spratling, Steve Houk, Davis Congdon, and Brett Seely wish to thank Business Manager Don Doser, the officers of Local 3, and the contributing agents from Nevada for making the 1998 Ruby Mountain FFA livestock sale a huge success at Elko. Local 3 bought the Grand Champion lamb shown by Brett and market swine shown by Amanda, Steve and Davis. Agents and members contributing to the FFA sale were Pete Cox, District Representative, and Greg Smith from Reno, Bob Tweedy from Hawthorn, Jim Scott, Dan Venters, Paul McKenzie and Mike Smith from Elko. Mike Smith is a Local 3 member and Democratic candidate for Assembly District 33 in Nevada.

fromreno

Junior rodeo bullriding

ELKO - Marcus Mariluch would like to thank Business Manager Don Doser, the officers of Local 3 and the business agents of Nevada for sponsoring him in junior rodeo bullriding. Marcus is the 12-year-old son of Charlie Mariluch, Local 3

member at Newmont Gold Company. Shown in the picture is Jim Scott, assistant director of organizing for Nevada. The picture also shows the saddle, feed bags and several of the belt buckles he has won in the last year. Watch for Marcus in the



Marcus Mariluch



Left to right: Mike Smith, Dan Venters, Steve Houk & Jim Scott

future, because he could be the PBRA champion of tomorrow. Marcus is shown in action winning one of his belt buckles.



Left to right: Jim Scott, Marcus Mariluch, Charlie Mariluch

Sonoma County ballot measures promise easier commute in the future

ROHNERT PARK - Work is booming in the beautiful wine country. Even with the late spring rains, the outlook is good for the rest of the year.

fromrohnert park

It is anticipated that virtually all Local 3 members will receive their

pension credit and have enough hours reported under the health and welfare plan to carry them through the spring of 1999.

The bid sheets keep rolling in and the work projection looks good for the next five to seven years.

The most important issue facing Sonoma County residents is the never-ending traffic congestion and a lack of transportation choices. County residents are forced to deal with potholes, deteriorating streets and the aggravating gridlock along Hwy. 101, which means longer commutes that keep us in our cars instead of our homes.

That's why many of your fellow citizens, along with business, community and environmental leaders, have put Measures B and C on

the November ballot.

Measures B and C tell your local officials how you want your tax dollars spent on transportation improvements. Measure C will provide funds that can be used for general county purposes.

The two measures will repair potholes and rough roads, build a passenger rail system, help unlock the gridlock plaguing Hwy. 101 and the surrounding roadways and will make safety improvements bound to protect the lives of our friends and family members.

The measures also establish safeguards to assure our money will be spent efficiently and wisely, including a 20-year limit on the half-cent sales tax and yearly sales tax expenditure audits conducted by a citizen's watchdog committee and reported to the public.

Together, Measures B and C will provide the transportation improvements that Sonoma County badly needs. Measures B and C will accomplish the following:

- Repair streets and fill potholes throughout our community, including both cities and unincorporated areas.
- Widen Hwy. 101 from Windsor to the Marin County line and improve interchanges enhancing safety and traffic flow.

- Establish passenger rail service from Cloverdale to Marin County.

- Expand bus service with connections to rail stations and better service for elderly and disabled residents; and to encourage sensible planning at rail stations.

- Make safety improvements on congested stretches of Hwy. 116 between Cotati and Sebastopol and between Petaluma and Sonoma.

- Develop bike and pedestrian paths throughout the county.

Measures B and C have unprecedented support throughout the county, including a broad-based coalition of business, civic and environmental interests. We have representation from the Sonoma County Alliance, Greenbelt Alliance, the Santa Rosa Chamber of Commerce, the League of Women Voters, Sonoma County Conservation Action, bicycle interests, bus riders, Sonoma County Manufacturing Group, the Sierra Club, public safety officials and Operating Engineers Local 3. No other organized effort contains such a broad range of representation. As operators, we need this highway improvement. Please help the community and our way of life by supporting the half-cent sales tax initiatives in November.

NEWS FROM THE districts

HAWAII GOVERNOR SHOWS HIS SUPPORT OF LABOR

HONOLULU - Gov. Ben Cayetano gave a short speech to Local 3 staff and Grievance Committee members at the Honolulu District Office on Saturday, Aug. 22. Cayetano is a strong supporter of labor and urged those attending to unify in the fight to preserve the rights of working men and women throughout Hawaii. He said electing labor friendly candidates assures unions that their needs would be met at the legislative level.

In return, Hawaii District Rep. Adrian Keohokalole showed Local 3's support of the governor by giving him a contribution from Hawaii's political action fund.

fromhawaii

The Honolulu office put on a barbecue following Cayetano's speech, with Hawaii's JAC coordinators preparing a lot of great food.

CAYETANO SIGNS OPERATING ENGINEERS BILL INTO LAW

Cayetano signed Local 3-sponsored Senate Bill 2338 into law on July 14. The bill, now known as Act 165 of the 1998 Legislative session, will set up the necessary requirements for hoisting machine operators to become certified in Hawaii. It will also set the standards for training and tests to ensure our operators will remain the best in Hawaii.

Act 165 also creates the Hoisting Machine Operator Advisory Board, which will help promote safety on the job site for our members, as well as for other workers and the public in a project's vicinity.

The higher standards will help our members maintain and improve their skills as safe and productive operators. This, in turn, will make Local 3's signatory contractors more competitive in the bidding process.

Act 165 is the result of the Hawaii Operating Engineers efforts to pass legislation that benefits Local 3 members and the union's signatory contractors.

We are grateful for the huge amount of support that we received this

year from the legislature and for Cayetano's support of the bill and labor in general.

Some of the legislators instrumental in passing this bill are Senator Roz Baker, who introduced this bill, Senators Cal Kawamoto, Brian Kanno, Suzanne Chun-Oakland, Carol Fukunaga, Dave Ige, Wayne Metcalf, Randy Iwase, Malama Solomon and Senate President Norman Mizuguchi. In the House, supporters include Finance Chair Calvin Say, Representatives Ron Menor and Terry Yoshinaga, and Speaker Joe Souki.

Please remember to thank these legislators by reelecting them in the coming election. They are our friends and are integral to the future success of labor-friendly legislation in Hawaii.



Hawaii Gov. Ben Cayetano, middle, with, from left: Special Rep. John Bonilla, District Rep. Adrian Keohokalole, and Willy Crozier and Bernard Jelf of the HOEISE.

ALL ABOARD THE ALTAMONT EXPRESS

STOCKTON - The date is set for the long-awaited Altamont Express, which is scheduled to begin officially hauling passengers this October. According to the chairman of the Altamont Commuter Express Joint Powers Board of the San Joaquin Regional Rail Commission, the train service is the result of the San

fromstockton

Joaquin County taxpayers wisdom and foresight. County residents have been

paying a half-cent sales tax for more than seven years, a tax that raised the necessary funds to pay for the planning and construction of the railway.

There will be two daily round-trip trains carrying an estimated 2,400 passengers on weekdays between Stockton and San Jose with stops in Lathrop, Livermore, Pleasanton, Fremont and a Great America station in Santa Clara. The expected departure time from Stockton is 4:24 a.m., which brings the train into the Great America station at 6:30 a.m.

This service will prove to be a key element in the Gold Rush City project and its theme parks,

along with other planned community expansions in San Joaquin County.

Work still booming

The number of members working is reaching an all-time high, as well as the number of hours worked in the Stockton District and the Modesto sub-district. The following projects are being bid.

- Walton development and Stagg High School parking lot
- Modesto City-County Airport runway resurfacing, apron construction
- Pelandale Expressway Phase 1-A construction
- A/C paving and storm drainage at various schools in Ceres.
- Fox Grove Park improvement project in Modesto
- Jack Tone Road resurfacing from Hwy. 120 to French Camp Road
- Asphalt concrete repairs at various locations in the city of Stockton
- Water system improvements on Dent Street and Brayton Avenue in Escalon
- Standiford Road construction and drainage improvements in Modesto.
- Butte Avenue water line project in Modesto

NO END IN SIGHT FOR REDDING DISTRICT WORK

REDDING - Kiewit Pacific has just finished the overlays and dig outs started by Caltrans on Buckhorn Summit. The state ran out of funds halfway through the overlay.

fromredding

Kiewit has set up a crusher and hot plant at Canby on Hwy. 299 East. The project is estimated at \$3 million. The company has also picked up the Litchfield Hwy. 395 job and various jobs along Hwy. 299 West in Trinity County.

Ron Hale has been very busy this summer with grinding and paving at various locations.

Interstate 5 at Bridgebay is now open to both northbound and southbound traffic. Peterson Construction has finished the slide repairs within the projected time frame.

Churn Creek Construction is going strong at

the Palo Cedro Sewer Ponds. There are about seven operators on that job including Roy Blake and M.A. Najera, retirees who are working on the retiree addendum.

We would like to thank Jim Brashear for the use of his backhoe on the new "Welcome to Redding" signs. The Northeastern Building and Construction Trades Council volunteered the labor to erect these signs.

J.F. Shea Construction Company is going strong in all directions. The Shea plants at Smith Road, Aggregate Products and Fawndale Rock are working full - and sometimes even two - shifts. Shea's Siskiyou Rock is going as fast as Bob Garcia can make it go with a lot of paving this year coming out of the plant.

Les Whitehurst of Shea has just about finished the Cottonwood Bridge and has already moved into a job in Burney. Shea has also picked up the concrete barrier wall at I-5 North in two locations. They have set up a batch plant at Pollard Flat.

- Alameda Street improvements in Manteca
- West Lane rehabilitation from Calaveras Street to Morada Lane
- Airport Way resurfacing by San Joaquin County
- Construction of California Spirit Neighborhood Park in Tracy
- Roselle Avenue waterline in Modesto
- Armory Park improvements in Lodi

We have been recruiting some very talented non-union workers who have been waiting for a chance to become union members. By virtue of collective bargaining, union employers provide their employees with fair wages, cost of living increases, pension, vacation pay, and health and welfare benefits.

Your business representatives in District 30 have signed around 10 new labor agreements of various types and are presently working on others, including 7-11 Rock Sand and Gravel Products with the help of Local 3 Organizer Larry Daniels.

Don't forget to attend our district picnic Sept. 27 at the Micke Grove Park in Lodi. Call (209) 943-2332 for more information.

Ron Hale did the grinding in median with HSH Construction doing the sub work. Two owner-operators have been hired.

Baldwin Construction has two jobs in the Redding District. One is on Hwy. 395 at the Horse Corral and the other is on Hwy. 99 East at the Tehama County line.

There is also a \$6 million sewer plan job coming up in Hayfork that will be constructed in four phases. John Peterson has the clearing and ponds with more to come.

Like every other district, our out-of-work list is empty and we have been organizing many new members who were working non-union.

We would like to remind all of our members that the November election is coming upon us very fast, so anyone not registered to vote should get registered as soon as possible. Only by working together will we be successful in the election.

by Business Rep. Wilbur Chase

meetings & announcements

Deceased dependents

Thelma Anahu, wife of Daniel Anahu (deceased)	6/27/98
Doreen Bowman, wife of Albert Bowman	7/10/98
Richard Campbell, step-son of Chris Hart	6/20/98
Clemence Cerri, wife of Mario Cerri	6/13/98
Kathryn Downer, wife of Gilbert Downer	6/22/98
Lois Eastin, wife of Oneil Eastin	7/6/98
Hazel Faught, wife of Mirl Faught (dec)	7/8/98
Evelyn George, wife of Frank George (dec)	6-3-98
Lois Gibson, wife of Michael Gibson	6/30/98
Dannie Goodwin, wife of Jack Goodwin (dec)	5-10-98
Therisia Hagle, wife of Larry Hagle	5-24-98
Doris Hendricks, wife of Leonard Hendrick (dec)	5/25/98
Ruth Hills, wife of William Hills (dec)	5-19-98
Palmalita Hooihuli, wife of Edward Hooihuli	7/14/98
Lorraine Isaacson, wife of Carl Isaacson	6/28/98
Estella Jones, wife of Clinton Jones	6/27/98
Hazel Keener, wife of Jack E. Keener (dec)	7/17/98
Caroline Kuamoo, wife of John Kuamoo	6/26/98
Flora Lagadon, wife of Damaso Lagadon	5-26-98
Virginia Midkiff, wife of Ralph Midkiff	6/18/98
Margaret Mustain, wife of K.R. Mustain (dec)	7/15/98
Ramona O'Brien, wife of Howard O'Brien	7/7/98
Marcia Park, wife of James Park	7/17/98
May Pittard, wife of Walter Pittard	8/2/97
Geneva Reid, wife of Howard Reid	5/29/98
Mildred Reiners, wife of Harry Reiners Jr. (dec)	6/21/98
Avelina Sandoval, wife of Guillermo Sandoval	5/11/98
Maraena Sanford, wife of Alex Sanford (dec)	6/20/98
Margaret Schlink, wife of Clifford Schlink	5/31/98
Evelyn Stanhope, wife of James Stanhope	6/11/98
Grace Swan, wife of William Swan (dec)	3/2/98

ELECTION OF MARKET AND GEOGRAPHIC AREA COMMITTEE MEMBER DISTRICT 70 (REDDING)

Recording-Corresponding Secretary Robert L. Wise announces that on October 28, 1998, at 7:00 p.m., at the regular quarterly District 70 (Redding) Membership Meeting, there will be an election for one (1) Market and Geographic Area Committee member. The meeting will be held as follows:

**October 28, 1998
7:00 p.m.**

**Engineers Building
20308 Engineers Lane, Redding, CA**

Departed Members

Our condolences to the family and friends of the following departed members:

July 1998

Ernest Adams	Las Vegas, NV	6-16-98
Herbert Aldridge	Orange, CA	6-3-98
Charlie Anselmo	Livermore, CA	7-5-98
Leo Blow	Lower Lake, CA	7-11-98
Roy Brawley	Stockton, CA	6-15-98
Fred Comarsh	Olivehurst, CA	6-26-98
Jack Dailey	San Jose, CA	6-30-98
Dorris Dalton	Kingman, CA	7-7-98
Harry Dunn	San Francisco, CA	6-27-98
James Evans	Marysville, CA	6-15-98
Robert Franklin	Middletown, CA	6-27-98
George Graves	Concord, CA	7-3-98
Fred Haack	Orland, CA	7-4-98
Dennis Haynie	Lodi, CA	6-28-98
W. Hodges	West Valley City, UT	7-27-98
Leonard Hovell	Overton, NV	7-11-98
Morris Hughes	Pullup, WA	6-1-98
Andrew Hurst	Oakland, CA	6-18-98

Jodie Jensen	Springville, UT	7-5-98
H. Kane	Kihei, HI	7-10-98
Leonard Keck	Doyle, CA	7-12-98
George Kirkpatrick	Carthage, MO	6-28-98
Kenneth Leopold	Concord, CA	7-17-98
Paul Mason	Centerville, UT	6-25-98
Kimble Mattingly	Pinole, CA	7-4-98
Paul McCrory	Riverdale, CA	6-27-98
Lyle Meisch	Battle Mountain, NV	5-12-98
David Namuo	Waianae, HI	6-18-98
Chimaki Odaka	Honolulu, HI	7-9-98
Emile Pierce	Fremont, CA	7-21-98
Ben Quick	Orangevale, CA	7-10-98
Raymond Ramos	Haiku, HI	6-22-98
S. Ruckman	Reedsport, OR	7-15-98
Matt Scolari	Fresno, CA	6-27-98
Vincent Simonetti	San Jose, CA	7-7-98
John Smith	Montague, CA	7-9-98
Joseph Sobrero	Manteca, CA	7-8-98
Adrian Stevens	Elk Grove, CA	7-2-98
George Tarleton	Sacramento, CA	7-6-98
Arthur Whitehead	Phoenix, AZ	7-6-98
Frank Wilson	Los Banos, CA	7-3-98

District Meetings

All District Meetings convene at 7:00 p.m.

OCT 22nd Thurs.	District 80: Sacramento, CA Engineers Building 4044 N. Freeway Blvd., Ste. 200 Sacramento, CA 95834
OCT 27th Tues.	District 40: Eureka, CA Engineers Building 2806 Broadway Eureka, CA 95501
OCT 28th Wed.	District 70: Redding, CA Engineers Building 20308 Engineers Lane Redding, CA 96002
OCT 29th Thurs.	District 60: Marysville, CA Friday Night Club Live (Old Packard Library) 301-4th Street
OCT 29th Thurs.	District 30: Stockton, CA Stockton Waterloo Gun & Bocci Club 4343 N. Ashley Lane
NOV 5th Thurs.	District 50: Fresno, CA Laborer's Hall 5431 East Hedges
NOV 10th Tues.	District 01: Novato, CA Alvarado Inn 250 Entrada
NOV 12th Thurs.	District 04: Fairfield, CA Engineers Building 2540 N. Watney Way Fairfield, CA 94533
NOV 18th Wed.	District 12: Ogden, UT Ogden Park Hotel 247-24th Street
NOV 19th Thurs.	District 11: Reno, NV Engineers Building 1290 Corporate Blvd. Reno, NV 89502

DEC 3rd Thurs.	District 10: Lakeport, CA Yaht Club 55 -5th St.
DEC 3rd Thurs.	District 90: Salinas, CA Labor Temple 117 Pajaro St.
DEC 7th Mon.	District 17: Kauai, HI Kauai High School Cafeteria Lihue
DEC 8th Tues.	District 17: Honolulu, HI Washington Intermediate School Cafeteria 1633 So. King St.
DEC 9th Wed.	District 17: Maui, HI Waikapo Community Center 22 Waiku Place, Wailuku
DEC 10th Thurs.	District 17: Hilo, HI Hilo ILWU Hall 100 W. Lanikaula St.
DEC 11th Fri.	District 17: Kona, HI Holualoa Imin. Comm. Ctr. 76-5877 Mamalahoa Holualoa
DEC 17th Thurs.	District 20: Martinez, CA Plumbers 159 1304 Roman Way

BRING YOUR DUES CARD

Recording-Corres. Secretary Robert L. Wise wishes to remind all members to carry their paid-up Local 3 dues card. When attending a semi-annual, quarterly district or special called meeting of the union, your paid-up dues card is proof of your good standing status as a member of IUOE Local 3 and your right to vote in such meetings and/or participate in the business of the union.

swap shop

FREE
WANT-ADS
FOR
MEMBERS

FOR SALE: '92 Morgan 3-horse slant gosseneck, \$4,200; '77 custom 2-horse shotgun gooseneck, needs paint, \$1,900, (209) 852-2185, #1001694.

FOR SALE: Alumweld jet boat, new 454 Chevy, 10 hrs. on engine, w/trailer, \$10,000; '72 lube truck, Ford LN700, 565 gal fuel tank, 200-gal oil, grease, E-vac, \$15,000, (530) 629-2863, #1242931.

FOR SALE: Well cared for 8-yr.-old house in Clearlake, CA, 2-br., 1ba., newer paint, satellite dish, redwood fence, nice barnstyle shed, carport, on quiet st., privacy, 5 min. to lake, \$60,000, (707) 994-0270, #115370.

FOR SALE: Classic collector, '34 Chevy 2-dr twm sed., master deluxe 1 of 200 made in Oakland, CA, w/contental kit, brown mohair interior, lemon beige, restored from frame up, all original gear, bearing, etc., 12 volt, w/alternator, like or new or better, 4K on car, 500M on engine, \$11,900/offer, (209) 785-3527, Copperopolis, CA, #2300397.

FOR SALE: Great Pyrenees puppies, AKC, OFA hips, vet checked, shots, dewormed, gorgeous fluffy white, great temperament, parents on site, \$800/up, (209) 322-6230, #2149218.

FOR SALE: 24X60 Dbl-wide mobile home, 3/2, remodeled, spotless, front-back awnings, central AC-heat, wood stove, 60-ft. redwood deck, pier foundation, tongue, axles, \$16,000, (209) 322-6230, #2149218.

FOR SALE: '84 27-ft. Brouham motorhome, 454 Chevy eng., new carpet, sleeps 6, runs good, (530) 347-5189, \$9,500/offer, #1033739.

FOR SALE: '87 Ford F-150, AT, PS, PB, low miles, utility bed, tow pkg., smogged, runs great, \$5,900/offer, (707) 528-0829, #2118390.

FOR SALE: '86 Dodge Ram 250, AT, AC, PS, PB, low miles, tool box, smogged, runs great, \$3,300/offer, (707) 528-0829, #2118390.

FOR SALE: '94 Westport 5th wheel by fleetwood, 33 ft., 2 slideouts, 2 skylights, 2 expandofans, oak floor in kitchen, solid oak cabinet doors throughout, brand new tires, insulated storage, non-smokers, \$25,000/offer, (530) 333-4557.

FOR SALE: '85 LN700 diesel 8.2 mechanic's truck. AB. 14-ft. bed enclosed, welder box, crane ready, 55-gal trash oil tank and pump, best offer accepted (510) 525-8409.

FOR SALE: '93 Ford F-250 supercab XLT diesel 4X4, 5 speed PW, PDL, tilt cruise, cass, tow pkg., AC, rear slider, prem alloys, new tires, 115K miles, well maintained, exc. cond., Lake County, CA, (707) 263-3917, #1855315.

FOR SALE: '87 33-ft. Itasca motorhome, 460 Ford engine, 2 TVs, VCR, microwave, 36,000 miles, non-smoker, very clean, \$22,000, Lake County, CA, (707) 263-3917, #1855315.

FOR SALE: '64 Chrysler 300, 4-door hard top, Model M, only 11,000 built, 383 motor, runs, looks very good, 108K miles, 1 owner, \$3,000, (916) 487-3666, #991103.

FOR SALE: '84 30-ft. Traveler trailer, fully self-contained with new awning, good cond., \$5,900, (209) 795-6569 or (209) 368-3839, #1040650.

FOR SALE: '79 F350 Ford service truck, new tool box, runs good, good mechanic's truck, w/welder and compressor, \$4,500/firm with welder-compressor, \$3,000 without, (650) 364-3784, #5613271.

FOR SALE: 15-ft boat & trailer, 50hp Mercury motor, runs good, new water pump, Ultra Eagle fish finder, anchor, life jackets, live bait box, \$1,875/offer, (408) 254-9036, #1046727.

FOR SALE: Early 1930s antique 2-wheel garden tractor, motor runs good, plow & disc, \$75, (408) 254-9036, #1046727.

FOR SALE: Snap-On box wrench set, 12-pt. 3 1/8-in. thru 1 11/16-in (14 total wrenches) with extension handles, includes custom aluminum storage box, \$500, Phil Mills, (209) 925-9274, #0966996.

FOR SALE: '88 Gregor boat, 16-ft. Seahawk III, aluminum, walk through windshield, canvas canopy, top with side windows, Eagle fish finder with side scope, 48hp Johnson, 6hp envin-rude kicker, galvanized trailer with spare tire, \$6,500, (530) 346-2918, #1271053.

FOR SALE: 2 sewing machines: 1 portable Singer, 1 portable Signature, both in good working order, \$35 ea. (510) 351-3977, after 6 p.m., #0577370.

FOR SALE: '94 Brouder motorhome, 460 Ford, 31-ft., 2 ACs, 2 TVs, VCR, air lifts, steer safe and more. No smoke, not pets, exc. cond., 9K miles, \$41,000, vehicle reg. paid until April '99, (408) 394-2856, #1355137.

FOR SALE: Tools, offset and hydraulic end wrenches, 4-in-1 multiplier, taps dies to 2-in., inside and outside mics, dial indicator and base, 1-6-in. mics, Arnold Ellis, (916) 481-4535, #1130290.

FOR SALE: Gun collector's 218-B model 65 Winchester L.A. with scope, \$1,200; 30-30 model 55 Winchester LA with scope, \$650; Colt SA buntline Scout 22LR, 9-in. barrel with belt & holster, \$1,000; 4 sp Munci Trans, \$300, (707) 725-5334, Fortuna, Calif. #0939694.

FOR SALE: '94 Kit Cordova 5th-wheel and Dodge pickup, 33-ft. with two slides; '94 Dodge Ram 2400 pickup, diesel, 3/4-ton, both in exc. cond., original owners, \$19,000 for 5th wheel or \$37,000 for both/offer, (530) 669-1547, #22996760.

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

FOR SALE: Six 1-bedrm apartments, built in 1992, appraised at \$325,000, asking \$265,000, in Hughson, Calif.

FOR SALE: Mobile home park, 17 spaces, 13 mobile homes owned by park owner, will carry papers, \$415,000, Hughson, Calif. (209) 883-9270, #1403326.

FOR SALE: '66 Mustang convert., 79K miles, rebuilt motor, partly retored, exc. cond., must see to appreciate, rare find, \$10,500, (541) 352-6660, #0381659.

FOR SALE: Electric wheelchair, 2 battery, battery charger, like new, used 2 months, cost \$5,000+, will sell for \$1,500, (916) 723-2362, #1058704.

WANTED: For my Coca-

Cola/Pepsi cola collection, any bottles, cans, signs, clocks, etc., will buy or trade, call Tony (707) 446-3448 or e-mail: pacana@iname.com. #2072159.

FOR SALE: Professional electric hair dryer Model E, make, rolling, on adjustable height stand, with casters, \$50/offer; Other items for sale: Lawn Boy lawn mower Model 5238, side grass catcher, runs good, \$50/offer; sliding back window for full-size Chevy pickup, \$45, (209) 823-1906, #0156311.

FOR SALE: 2ea. D9H EROPS AC ST dozers, 4 barrel multi-shank rippers, good cond.; Case 100D (D4 size) dozer, canopy, ripper, good tracks, exc. cond., (209) 855-2202, Fax: (209) 855-3799, #1136255.

FOR SALE: '93 Ford F250 HD super cab, long wheelbase, 4X4 camper special, trailer tow pkg., 460 V8, 5 speed OD trans, PS, PW, PL, captain's chairs, class 3 receiver hitch, 12,000lb, RBW 5th wheel hitch, 2 spare wheels & tires, 195K miles, runs great, lots of other extras, (916) 689-2088, #1555527.

FOR SALE: 8-ft. pickup bed for '99 F250 Ford, white/silver accent, includes tailgate & lights, new, no scratches, (916) 689-2088, #1555527.

FOR SALE: 16-in Dodge truck rims, center line type, custom drilled, 5X5 1/2 with 275-65 XR 16 BF Goodrich tires, both used only 2 weeks, paid \$1,300, asking \$900/offer, call Dean, (209) 334-1955, #2260507.

FOR SALE: '66 Mercedes Benz 230SL RHD, silver ext, red interior, hard top, black soft top, 16 in. Momo Star rims, injectors rebuilt, beautiful car, \$16,500/offer. Looking for Porsche 356 parts, Dean, (209) 334-1955, #2260507.

FOR SALE: 40-yr. collection of 33 1/3 record albums, I have approx. 5,500 albums, name that tune or artist and I probably have it: country and western, rock 'n roll, hard rock, swing, easy listening, party, Dixieland blues, blue grass, gospel, instrumentals, honkey tonk, jazz, X-mas. Many collectors albums, some never opened, asking, \$6,500, (208) 773-2594, #0827031.

FOR SALE: 2 choice cemetery plots, side by side, two deep, Oakmont Memorial Park, 2099 Reliez Valley Rd., Lafayette, Calif., 94549, Garden of Meditation Sec. 165/13E, Lot H, Site 3 & 4, (510) 235-2229, #0557491.

FOR SALE: 1,996-sq. ft. home, 3 br, 2 bath, 2-car garage, AC, 1-acre lot, separate shop: 32X34 ft., htr, 4 skylight, attached garage, room for RV, \$219,000, (650) 369-2007, #0338365.

FOR SALE: '79 double-wide mobil home in well kept shady park in W. Sacto., good shape, age 55-plus park, close to shopping and Capitol, \$18,000, (916) 371-0478.

FOR SALE: '78 Champion 24-ft. class A motorhome, 440 RV:2, approx 35K miles, air gen., awning, stadium roof, \$5,800.

FOR SALE: '72 Dodge Challenger, 318 engine and trans out of car, \$800 with motor & trans, \$600 without. Also, '66 Dodge Dart, slant-6, 2-door, \$700/best offer, (209) 745-3377, #763947.

FOR SALE: '89 Ford diesel 1-ton utility w/axle, backhoe trailer, \$11,500/offer, 209-826-9465, #1043556.

FOR SALE: Ranchett, northeast-ern Utah, with 5.4 acres, water, mobile home built on an over, 3 garages, 2 loafing sheds, corrals, grainary pantry, storage, prime pasture, good water and all utilities, paved roads, beautiful views of Uintahs, Flaming Gorge close, many other lakes, streams, hunt deer, elk, moose, etc., Bennett, Utah, \$65,000, (435-848-5414, #995950).

FOR SALE: Jet 22-ft. boat and trailer, loaded with options, enclosure, air ride adj. seats, heated, fish-depth finder, radio, lots more, fish in comfort or water ski, \$28,500, (541) 899-7201, #336937.

FOR SALE: An undivided 1/1800th interest in R-Ranch at The Lake, (209) 830-0584, evenings, #2023089.

FOR SALE: '91 35-ft. Southwind, 1 owner, 6,000 miles, non-smoker; front & rear AC, TV and VCR, hydraulic leve jacks, steer safe front springs, ice maker; outside hot & cold rinse hose, side isle front to rear passage, 20-ft side awning, 2 other side window awnings, coffee maker, microwave, basement model, \$40,000, (707) 745-0809.

FOR SALE: World class collection of miniature cut stone castles, serious inquiries only, call Johnny (702) 841-3891, single castle price starts at \$60,000/firm.

FOR SALE: 1/2-ton '90 F150 V8, loaded, 82K miles, clean, 1 owner, AM-FM/CD, power windows/locks, \$9,200/offer, (650) 872-3904 or (707) 775-3339, #2151546.

FOR SALE: '87 custom For Caberlet 5th wheel hauler and '87 35-ft. trailer w/ alle extras, washer, dryer, dryer popout living rm., electric levelers, queen hydraulic bed, over 75K invested, have all paperwork, 1 owner, asking \$25,000 for both or trade for ext. cab truck and money, (209) 538-0585, #2068785.

FOR SALE: 30-ft. Gibson freezer, \$100; baby crib, \$100; adj. bed, new cond., \$400, (925) 838-4327, #0876067.

FOR SALE: Reloading tools, RCBS Rockchucker, Lil Dandy, Uniflow powder measures and 501 scale. Lyman micrometer, various pistol dies, bullets, primers and powders, \$300; Mamiya C330S and 80mm & 105mm lens, medium format, \$700; leave message, (415) 826-6282, #2163572.

FOR SALE: '90 Ford F250XLT king cab 7.3L diesel, auto, ps, ac, tilt wheel, cruise control, captain chairs, tow pkg., 100k miles, \$8,950, (510) 537-3769, #1989916.

FOR SALE: '91 Road Ranger 5th wheel, 26 ft., air awning, microwave, self-contained, \$9,500, (510) 537-3769, #1989916.

SwapShop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate and are usually published for two months. Please notify the office immediately if your item has been sold. Business-related offerings are not eligible for inclusion in SwapShop. Engineers News reserves the right to edit ads. **NO PHONE-IN ADS PLEASE. LIMIT 2 ADS PER ISSUE.**

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

Operating Engineers
Local Union #3
1620 S. Loop Rd.
Alameda, CA, 94502
ATTN: SwapShop
OR FAX ADS TO:
SwapShop
(510) 748-7471

*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.

NEWS FROM THE districts

Ideal weather makes for great Reno picnic

RENO - Nevada members feared a heat wave and instead got perfect weather for the August 22 Reno District picnic at Deer Park in Sparks. The good climate brought out a good crowd, which enjoyed barbecued tri-tip, salad, beans, fruit and ice cream for dessert. There was live music, volleyball, a raffle and door prizes, plus face painting, Hula Hoops, and piñatas for the children.

fromreno

The Reno District office would like to thank all those who volunteered to help with the picnic. The event could not have happened without them. The district office staff looks forward to seeing everyone next year.



Jim and Jean Caumiant, left, with Leona Plummer.



Bob and Myra Miller, left, serve Khris and Rick Winters.



From left are Marysville District Rep. Frank Herrera, Financial Secretary Darell Steele, Nevada Deputy Labor Commissioner and former Reno District Rep. Ray Morgan, and President Jerry Bennett.



Kristen Nicholes assists her daughter, Michela, in taking a swing at the piñata.



Hannah Bellows, right, gets her face painted by Dallas Kuchl.



Business Rep. Chuck Billings, right, presents Earl Knight with a cooler, which Earl won in the picnic raffle.

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of August 1998 and have been determined to be eligible for Honorary Membership effective October 1, 1998:

Richard Ashby	0935353
William R. Baugh	1142672
George A. Bowers	1076552
Dale Brenenstall	1055006
Robert H. Brown	0735759
Robert L. Bruce	1133465
Leland Burton	0678959
William C. Cole	0688820
Thomas Cooper	0963580
DeVerl Craig	1046786
Christo C. DaSilva	1142930
Frank DeBenedetto	1137524
Bob DeHart	1105279
Edwin Dockter	1137551
H.J. Edmondson	0601222
Floyd Edwards	1105294
James H. Eubanks	1133403
Theodore Fellrath	1133472
Fernand A. Flores	1133499
Gerald Foursha*	1051410
Paul Fuchigami	1087855
Larry Harris	1124553
Jay Harris	0814850
Paul E. Heater	1123417
Edwin Ige*	1036925
Ernest Inouye	1143104
Harold F. Jones	0904878
William Joseph	1136393
Kenneth M. Lish	1022318
Henry S. Lopez	0959383
Max L. Lucero*	2173073
Galliar R. Lukzen	1137734
John Martin	1137713
Edgar Nakoa	1130399
Lloyd T. Pruitt	0635761
Frank H. Ream	1137607
Donald E. Regnart	1075465
Ronald Renfrow	1137608
Alexander Rodriguez	0668724
Richard Scott	1137614
Robert Simerson, Jr.	1136598
Richard Sparks	1130359
John Stumpf	1124535
William Thomas	0935479
William F. Tyrol	1142874
James L. Waters	1128355
Frank L. White	1142884
John D. Wilkinson	1136421
Wendell W. Winkelkotter	0888509
Robert E. Winters	1121846

* Effective July 1, 1998.