

ENGINEERSnews

Vol. 57, #9 • Operating Engineers Local Union No 3 • Alameda, CA • September 1999

Pearl Harbor face-lift

**Operating Engineers doing major renovations
to famed Hawaiian naval base**



Photo by Garland Rosauro

FOR THE good & welfare



by
DON DOSER

business
manager

WHY LOCAL 3 IS SEEING THE DAWNING OF A NEW ERA

On the eve of the Sept. 19 semi-annual membership meeting, I can't help but feel nostalgic and optimistic about our future. When I look back over the past three years since I became business manager, I feel intensely proud of our accomplishments.

In just a matter of days, hundreds, if not thousands, of Local 3 members and their spouses will gather at the Radisson Hotel in Sacramento to commemorate our 60th anniversary and celebrate the dawning of a new era in Local 3. Why is this the dawning of a new era?

When I became business manager in July 1996, California was just pulling out of the worst recession in state history. The union's finances dipped into deficits and soared into surpluses like a giant fiscal rollercoaster, and our organizing program was still in its infancy. On the political front, prevailing wages, daily overtime and apprenticeship standards were under attack from a fiercely anti-union governor and legislature.

Let the good times roll

What a difference three years can make. Local 3 is now in the midst of a golden era. The economy is booming and Local 3 members are working record numbers of hours under the best contracts in decades. The union's financial health has stabilized following the revamping of the union's bylaws earlier this year, and because union households played a key role in electing a labor-friendly governor and legislature in California, prevailing wages have been protected and strengthened and the eight-hour day restored.

And the list of accomplishments doesn't stop there. Local 3 members are earning better health and retirement benefits than ever before. For example, the trustees and I were able to raise the lifetime caps for active members participating in the California, Nevada and Utah health and welfare plans, increases that provide our members with financial security in a time of ever-increasing health-care costs.

When I was first sworn into office, the pension trust fund's assets stood at \$2.3 billion; today they have swollen to \$3.4 billion, close to a 50 percent increase in just three years. Thanks to the pension's financial strength, Local 3 retirees receiving benefits from the pension program have won over the past three years three

consecutive monthly pension increases totaling \$125: \$50 in 1996, \$25 in 1997 and \$50 last year.

Furthermore, our active members received a one-time increase of \$2 per month per pension credit in 1998. We've also implemented five-year vesting and the Rule of 85, which allows members to retire with a full pension as early as age 55 if the combination of pension credits and years of service equals 85.

Member participation

Credit for much of this success rests with you, the members. Never before has Local 3 enjoyed such high levels of member participation in union affairs. Over the past three years more than 3,200 Local 3 members have received organizing training through such programs as COMET and ACT. Many of these graduates have gone on to apply their new skills in helping the union organize over 360 new employers and hundreds of new members. Local 3 is now the fastest growing local within the International Union of Operating Engineers.

When labor came under attack in early 1998 by the union-busting initiative Prop. 226, political involvement by union members themselves turned the tide in the initiative's eventual defeat in the California June primary. More than 2,000 Local 3 members took to the streets. They walked precincts, staffed phone banks and educated fellow union members, who on election day voted in record numbers statewide.

Better contracts

Another major turning point that helped set the stage for the dawning of a new era was the ratification in mid-1998 of a three-year extension of the Master Agreement for Northern California, a contract that included the best economic package in 20 years. Members working under that agreement got an unprecedented \$3-per-hour across-the-board wage increase over the life of the new contract. That agreement paved the way for members working under master agreements in Hawaii, Utah and Nevada to win similar increases.

contents

FIND US ON THE WEB
at: <http://www.oe3.org>

Landfill+next 30 years of trash="Uh-oh"



Seagulls soar above the 102,000-pound Caterpillar landfill compactor equipped with spiked Caron wheels and a double semi-u trashblade, with a wheel compaction force of 927 pounds per square inch. **p.4-7**

CIFAC	p.8
SMA	p.9
Credit Union	p.10
I-15 Reconstruction	p.11-13
Organizing	p.14
Fringe Benefits	p.15
Safety	p.16
OCCR, Teaching Techs.	p.17
ARP, Talking to Techs	p.18
District News	p.19-21, 24
District Meetings, Honorary Members	p.22
Swap Shop	p.23

Operating Engineers Local Union #3

Don Doser	Business Manager
Jerry Bennett	President
Pat O'Connell	Vice President
Rob Wise	Rec. Corr. Secretary
Darell Steele	Financial Secretary
Max Spurgeon	Treasurer

ENGINEERS NEWS STAFF

Editor	Don Doser
Managing Editor	Steve Moler
Editorial Advisor	Garland Rosauro
Associate Editor	Todd Evans
Associate Editor	Valerie Kanter
Graphic Artist	Cathy Bell

Engineers News (ISSN 176-560) is published monthly by Local 3 of the International Union of Operating Engineers, AFL-CIO, 1620 South Loop Rd., Alameda, CA 94502. Periodical postage paid at Alameda, CA and additional mailing offices. *Engineers News* is sent without charge to all members of Operating Engineers Local 3 in good standing. Non-member subscription price is \$6 per year. POSTMASTER: Send address changes to **Address Change**, 1620 South Loop Rd., Alameda, CA 94502.



Printed on Recycled Paper

(con't on next page)



News Update

(con't from page 2)

Bylaws improvements

What further ignited the dawning of a new era for Local 3 was the recent overhaul of the union bylaws. When the bylaws were first written in 1961, a loaf of bread cost 25 cents and the hourly contribution to the pension was 10 cents per hour. After providing the union with a basic legal and administrative framework for 38 years, a complete overhaul of the bylaws was overdue.

The new bylaws, in addition to making the semi-annual's location change to Sacramento possible, has helped turn Local 3 into an even better union than it already is. We're on sound financial footing, we're able to conduct day-to-day business more efficiently, we're providing our members with better service and benefits, and we're aggressively organizing as never before so we can bargain through strength.

All these accomplishments over the past three years aren't superficial changes designed to provide members with short-term gratification; rather, these are fundamental improvements aimed at building security and strength into the union's framework for generations to come. Join us at the Sept. 19 semi-annual and see for yourself how Local 3 is seeing the dawning of a new era.

On the cover:

Business Manager Don Doser, fourth from right, and Hawaii District Rep. Harold Lewis, far right, meet with a Local 3 crew at the Consolidated Multiple Pierside Projects at Pearl Harbor Naval Station. The contractor on the \$29 million first phase is Healy-Tibbitts Builders Inc. Also in the photograph are Hawaii District Business Reps. Freddy Keomaka Sr., second from left, and Colin Kaalele, third from right.



COME CELEBRATE! THE DAWNING OF A NEW ERA IN LOCAL 3



Come help us celebrate our 60th anniversary and the beginning of a brighter future for Operating Engineers.

THE ALL-NEW SEMI-ANNUAL

- New location
- More informative
- Lots of fun activities

☞ **When:** Sunday, September 19, 1999, at 1 p.m.

☞ **Where:** Radisson Hotel, 500 Leisure Lane, Sacramento
(Off Hwy. 160 near Cal-Expo)
Members and spouses invited.

☞ **Big Raffle:** Win a Hawaiian vacation, Alaska cruise, Polaris all-terrain vehicle

☞ **Info:** (916) 565-6170

50-year dredging road map established for S.F. Bay

For the past decade, federal and state government agencies, along with environmental and fishery groups, the shipping industry and Local 3 have been trying to establish a long-term dredging strategy for San Francisco Bay. The goal was to find ways to safely dispose of the nearly 6 million cubic yards of mud and silt dredged annually from the bay.

Beginning in the late 1980s, environmental and fishery groups began protesting the dumping of dredge spoils inside San Francisco Bay, particular at a site near Alcatraz Island, because the sediments, the groups claimed, damaged marine habitat and certain species of fish, particularly chinook salmon. At one time in 1989 fishermen even blocked dumping sites in the bay and off the coast of Half Moon Bay.

But an agreement was finally signed in July that will allow the ports of San Francisco and Oakland to

continue deepening their channels, while at the same time, deposit their dredge spoils where they will do the least harm — and perhaps even some good.

After years of analysis and contentious debate the Environmental Protection Agency and the U.S. Army Corp of Engineers agreed July 16 to a "Long Term Management Strategy," which calls for:

- 40 percent of the bay's dredge spoils to be used for wetlands restoration, levee repairs and landfill covers
- 40 percent to be dumped at a deep ocean site 50 miles west of the Golden Gate
- 20 percent to be dumped in the bay.

The strategy also calls for careful evaluation of all dredge materials for contamination before they are used for wetland restoration and levee repairs.

Contaminated material will be buried in landfills.

The EPA, corps of engineers and state regulators will monitor the dredgers and enforce disposal of contaminated material under the federal Clean Water Act, the federal Marine Protection, Research and Sanctuaries Act, and state clean water laws.

The agreement will make it easier for the Port of Oakland, which just completed dredging its harbor from 38 feet to 42 feet last year, to obtain permits to dredge 8 feet deeper to accommodate the next generation of container ships. The next step is for state agencies to draw up a plan to implement the percentage goals.

Landfill + next 30 years of trash = "Uh-oh"

How Monterey's regional landfill has changed the equation



Everett Esteban on a Cat 315L with a grapple in the day-lighted Materials Recovery Facility.

by Valerie Kanter • Associate Editor

Remember when trash was trash? Garbage was garbage! Once a week everything went to the dump, where it was compacted into a homogeneous heap. It was a large heap. Too large, it seems. The government did some calculations. "Uh-oh," was the response to the math. The equation became:

Landfill + next 30 years of trash = "Uh-oh"

The admission that our planet is too small for our own throwaways was taken seriously, and, in 1989, the state passed the California Integrated Waste Management Act (AB939), which requires all California cities and counties to divert 50 percent of their solid waste from landfills by the year 2000.

Meanwhile, back at the landfill

Two miles north of Marina, a constant parade of cars and trucks enters the Monterey Regional Waste Management District (MRWMD) facilities to dump their loads. The many tons of waste that just keep on coming make the site hum. You can hear heavy-duty engines everywhere: at the scales, inside and outside the main building, down at the sand pit, over at the landfill and at all the roadways in between.

Operating Engineers on the compactors, the scrapers and the loaders down at the landfill and at the sand pit are going all day long. Inside the materials recovery building, Operating Engineers are on 924 loaders, fork lifts or a Cat excavator with a "thumb." Other Operating Engineers are rolloff truck drivers loading construction boxes or dumping non-recyclables at the landfill.

The activity never quits and all the hustle makes the landfill seem like a thriving city. But with up to 600,000 tons of stuff coming in each day, the machinery better hum. Said Local 3 union steward, Maintenance Worker Reid Stone, "We keep going just to keep up."

There are almost 50 members of Local 3 at MRWMD as operators, weighmasters and office workers. In the accounting office, Local 3 members keep the books, a big job given the enterprising things that go on here, including sales to private companies and public utilities.

Disposal site protocol

All incoming vehicles get weighed at the weigh station. Garbage trucks hauling residential garbage and wet commercial waste are sent directly to the landfill. Self-haul loads and com-

mercial debris boxes head to a building designed to process reusable goods, dry commercial wastes, construction and demolition debris, wood waste and yard waste. All trash, wood, glass, paper, antiques, household trash, construction stuff, everything but wet garbage, is dumped on the concrete tipping floor of the \$10 million Materials Recovery Facility (MRF). The building is called the "merf."

The floor inside the MRF is called a tipping floor because the vehicles tip the scales at the weigh station before driving in. "In England, landfills are called tips," recounts MRWMD General Manager David Myers, as laborers pick through the various lots as they are dumped.

Above the 55,000 sq. foot tipping floor enormous side-wall windows and numerous skylights in the cathedral ceiling of the giant steel building brightly illuminate the inside of the MRF. On the tipping floor, the dust from debris rises and all sorters, who are hourly employees, wear hardhats and protective goggles. Some also wear ear plugs and a mask over their nose and mouth as they separate everything into like piles, tossing asphalt and concrete construction waste into one pile and unpainted lumber into another. Reusable goods are separated as well.

(Continued on page 5)



1. From left: Heavy Equipment Operators Richard Mosley and Ed Lopez, Supervising Mechanic Steve Mahew, Equipment Mechanic Dave Hall and Mechanic's Assistant II George Sayre.

2. Top row from left: maintenance workers Eric Sanico, Gene Ford, Osborne Baker, James Harris, Jack Cook and Steve Morrison. Bottom row from left: maintenance workers Sal Delgado and Reid Stone, who are both union shop stewards, and maintenance workers Curtis Marshall and Tino Cruz.

3. Top row from left: maintenance workers Everett Esteban, Mike Robles and Jesus Osorio. Bottom row from left: maintenance workers John Stevens, George Aguon and Antonio Diaz.

4. From left: Accounting Clerks Lisa Mellow and Rosie Gonzalez.

5. From Left: Weighmasters Diane Underwood, Rosalina Jimenez, Jeannette Pagan and Gene Green weigh vehicles as they enter and exit the landfill.

6. Chauncey Hendley on a 623 scraper.

7. Randy Chaffin standing by his dozer.

8. Lester Poole on a landfill compactor.



Operating Engineers on loaders push the piles outside the MRF. Separated lumber goes to the wood grinding operation, organic waste to the yard waste processing area, tires to their pile and the construction waste, consisting of diverted asphalt and concrete, gets stockpiled at an outside corner of the building. Loads of books, furniture, pet carriers and other reusable items are hauled to the dump store for resale.

The weight of what is diverted from the tipping floor is subtracted from what goes into the landfill. Since the MRF took in its first load in April 1996, the recycle rate has jumped to a whopping 60 percent.

Each day, hundreds of tons of waste material enter the MRF. An Operating Engineer on a Cat 315L loads the constantly growing heap of stuff onto a heavy-duty conveyor belt, which transports the waste to the second floor. There, more sorters separate items moving along the belt. Wood is separated for grinding into wood chips for ground cover. Asphalt and concrete are plucked from the sort line and dropped into open shoots leading to ground level bins. Plastic, glass, cardboard and everything else on the conveyor belt is sorted.

All of this stuff once went into the landfill to be covered over. Now, it is generating income.

At one point along the sort line, the belt has a vibrating finger screen, which separates the dirt and leaves from the rest of the material as it moves along the conveyor belt. Called "fines," the separated dirt is used as cover at the

landfill, saving the district \$30,000 per year in fill sand and \$330,000 per year in conserved landfill space.

History of the district

In 1966, the Monterey Peninsula Garbage and Refuse Disposal District began operating as a sanitary landfill on land purchased using property tax revenues — not movie revenues. The landfill's original claim to fame occurred in 1973, when the movie "Jonathan Livingston Seagull" was filmed on site.

Since that time, it has gone through a Cinderella transformation, actually recycling itself, to become the Monterey Regional Waste Management District (MRWMD) in 1987. MRWMD serves a population of 160,000 residents of seven cities, including Carmel, Del Ray Oaks, Marina, Monterey, Pacific Grove, San City and Seaside, and a number of unincorporated areas of Monterey County, such as Pebble Beach, Big Sur, Carmel Valley, Moss Landing and Toro Park, among others. The district also takes on the trash of the thousands of visitors to California's central coastline.

(Continued on page 6)



(Continued from page 5)

An environmental park

The district's facilities are located on its 479-acre property, 2 miles north of Marina, at the Monterey Regional Environmental Park, located at 14201 Del Monte Boulevard. The property consists of a 315-acre permitted sanitary landfill site, a 126-acre buffer area — mostly Salinas River floodplain, — and 20 acres for the administration building, scale-house, Last Chance Mercantile resale facility, maintenance buildings, landfill gas power project, Materials Recovery Facility (MRF), household hazardous waste facility and 14-acre site entrance road, Charlie Benson Lane, which is lined on either side with flower farms.

MRWMD rents some of its acreage to for-profit companies, and revenue sources from a well-thought-out recycling plan are found throughout the park. The district has formed partnerships with for-profit companies (See Partnerships, this page.) in its major effort to recycle to the maximum.

From landfill gas to energy

A landfill can impact the air quality around it as buried refuse decomposes producing carbon dioxide and methane gas. Landfill gas (LFG), if left unchecked, can be a health, fire and explosion hazard. Also, if LFG is not collected, it contributes to global warming.

In 1983, the district installed one of the first LFG recovery systems in the United States. This system now collects gas from an 85-acre area containing refuse buried for up to 30 years. The district's three engine generators consume the landfill gas as fuel to produce 2.8 megawatts of electricity, enough to power all the operations on site and a surplus that is sold to Pacific Gas & Electric, providing electricity to more than 3,000 homes.

Mining operation

Back in the late 1980s, Dan Knapp, one of the owners of Urban Ore, Berkeley's landmark reclaimed-trash enterprise, was brought in by MRWMD to consult with the board of directors and management about ways to mine the waste stream. With sound advice from a successful for-profit operation, MRWMD began to collect and organize salvaged items from the landfill.

The district needed a name for the rustic shed it was using for sales. "Second Chance" was suggested, but Dave Myers retorted that he thought this was the last chance for these things, and it stuck. The dump store became the "Last Chance Mercantile." The MRWMD has built a new building as its store, and in fiscal year 1998-99, Last Chance revenues were over \$240,000, and about 900 tons of material were diverted from the landfill.



Partnerships

The Monterey Regional Waste Management District (MRWMD) has formed alliances with private companies and other public agencies to expand reuse and recycling opportunities, particularly with materials that have traditionally been difficult to recycle.

Concrete and asphalt recycling

In 1986, the district went into partnership with Granite Construction and Granite Rock Company. When the pile of concrete and asphalt rubble looks like a mountain looming above the southeastern corner of the Materials Recovery Facility (MRF), it is time for the next recycling step. A portable rock crushing and screening plant is brought to the site to process the waste rubble into a valuable product. The resulting base rock product — Caltrans

Class II spec — is used by the district for on-site road projects as well as by Granite Construction in its off-site construction projects, including Cannery Row in Monterey and Reservation Road in Marina. The district has been able to divert about 30,000 tons of concrete and asphalt per year from the landfill with this program.

Here are some of the products and recycling opportunities that other MRWMD alliances produce:

- Landscaping supplies, such as groundcover, mulch and wood chips. The district has entered into partnerships with local businesses to make a variety of these products available to the public. The quality and type of products offered by the district rival other local gardening stores.



Hazardous Materials Technician Don Richardson handles household hazardous waste, including paint, pesticides and cleaning chemicals, with utmost care. To encourage households to dispose of chemicals properly, the collection program accepts turn-ins free of charge from residents of the district. On average, 50 percent of materials received in the Household Hazardous Waste (HHW) program are reused, mostly next door in the Last Chance Mercantile where paint, garden products and other usable chemicals are given away free.

Monterey Regional Management Waste District holds a contest

"Reuse, Recycle - It's Art"

After being named winner of the first "Best Integrated Solid Waste System in North America" award last year, MRWMD launched an unusual art contest on national American Recycles Day. Nine artists were invited to participate by selecting materials at the dump and creating a work of art for outdoor exhibition. Michael Duffy won the \$1,000 first prize with "Recyclatron — Guardian of the Small Planet," a figure made of parts from a street lamp and a plastic waste can. Duffy describes the sculpture as a shrine to recyclers.

"Recyclatron," the first-place winner in the district's art-from-trash contest, stands guard on the hill overlooking the Last Chance Mercantile resale store.



- Composting materials, such as compost, top soil blend and potting mix. Three private composting operators and landscape material suppliers, Sunland Garden Products, Carl Witt, and Pacific Coast Soils, have current contracts with MRWMD.

- Agricultural pesticide containers are recycled in cooperation with the Monterey County Agricultural Commissioner's Office and a private contractor. Triple-rinsed pesticide containers are accepted for recycling at the district.

- Sand Sales have ranged from 200,000 to nearly 400,000 tons at the landfill per year, making the district the largest exporter of fill sand on the Central Coast.

- Tires are given a second life as the district partners with EMS Tire Recycling to develop a cut tire product to line the next landfill module.

"Best Integrated Solid Waste System in North America" Monterey's visionary landfill wins award

Reduce, Reuse, Recycle are the familiar buzz words of the environmental programs that educate all of us about the need to change what we do with what we don't want. Monterey Regional Waste Materials District (MRWMD) took these words seriously and REthought the waste stream. Then, the management, staff and board of directors REflected some more. During the process, they added a few more REs, such as REroute, REdistribute, REfocus, REgain, REcover, REclaim, and especially, RESale in its quest to intelligently tackle the enormous amount of waste generated each day. Their forward thinking has REinvented the landfill, and it is a landfill with a REvolving door.

In 1998, Monterey Regional Waste Management District (MRWMD) became the first landfill to receive the Solid Waste Association of North America's (SWANA) "Best Integrated Solid Waste System in North America" award. The landfill and the Operating Engineers who work there are very proud of earning the SWANA award.

During the years leading up to getting the award, MRWMD sported a long list of accomplishments by being one of the first, if not the first, to accomplish intelligent ways to keep the region's waste out of the landfill. MRWMD was

one of the nation's first curbside recycling centers, one of the first landfill gas-to-energy facilities, one of the state's first permanent household hazardous waste collection facilities and one of the first landfill facilities to use a "vampire" unit to recycle Freon gas from refrigerators.

MRWMD makes the high cost of handling waste pay for itself by earning revenues from the sale of trash.

Here are some ways waste has now become product at MRWMD:

- Garbage gases generate electricity and are sold to PG & E
- Yard waste is ground into mulch, compost, or top soil and sold
- Construction waste and roofing become road bed material
- Furniture and furnishings are sold at the dump store
- Refrigerator Freon gas and used engine oil are recycled
- Scrap metal from refrigerators, hot water heaters and so on are sold to metal brokers

At MRWMD, the trash rolls in and right back out. Union steward and Maintenance Worker II Sal Delgado is on target saying, "This is one high-tech dump."



The Monterey landfill was the first in the United States to use Austrian-made Jenbacher engines. These "green" engines, which are designed to burn landfill gases, are kept running by Industrial Electrician Mechanic Mario Van Cleave (left), who is shown with Business Rep. Barbara Williams and MRWMD General Manager David Myers.

personal notes

Rohnert Park District Office

The Rohnert Park District office staff wishes to express its sincere condolences and prayers to the following families and friends of our departed

Shirley Mae Bles on April 10, (wife of member John Bles); Francis J. Hutchins, on May 2; Timothy Kisich, on May 10; Angelo Ortega, on May 11; Norman Wilkins, on May 24; Monte Smith, on June 27; Jessica Paige Schroeder, on June 29 (daughter of Brother Robert Schroeder); George Hildebrand, on June 26; Marie Bennett, on July 13 (wife of member Willis Bennett); William Cook, on July 17.

Congratulations and best wishes to the following:

• William R. "Randy" Rugh, of Oliver DeSilva, married Lauren Davies on Sept. 6, 1998. Both are members of the Operating Engineers Local 3. They went to the same high school, and then later ran into each other on the job. They reside in Middletown, Calif.

• Mark Smith, of Argonaut Constructors, married Laura Distanislaeu on May 6 in Maui, Hawaii. They reside in Santa Rosa, Calif.

• Monte McGovern Smith (Ford Construction) married Jocelyn Ilopis on June 11. They reside in Santa Rosa, Calif.

• Rodney Grant (Argonaut Constructors) married his longtime sweetheart, Stacey Babbini, on June 15. They reside in Santa Rosa, Calif.

DEPARTED MEMBERS

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

(Compiled from the July database)

William Baker	Vallejo, CA	07-25-99
Louis Barclay	Granite, OK	07-03-99
Albert Bowman	Pittsburg, CA	07-05-99
Richard Clark	Capay, CA	07-16-99
William Cook	Kelseyville, CA	07-17-99
Les Duffy	El Dorado Hill, CA	06-26-99
Eldon Gibson	Visalia, CA	07-06-99
Michael Gruening	San Jose, CA	06-22-99
Delbert Hart	Sacramento, CA	06-18-99
George Hildebrand	Gold Beach, OR	06-26-99
James Jennings	Lake Havasu, AZ	07-10-99
Timothy Kisich	Sebastopol, CA	05-10-99
Vincent Krueger	Bullhead City, AZ	06-26-99
Melvin Moriguchi	Novato, CA	07-26-99
John Muir	Fernley, NV	07-28-99
Mitsuo Oda	Millilani, HI	06-29-99
Patrick Pololu	Haleiwa, HI	07-04-99
Joe Reinert	Santa Clara, CA	07-20-99
Charles Schweitzer	Redding, CA	07-10-99
Monte Smith	Santa Rosa, CA	06-27-99
Owen Snyder	San Jose, CA	05-13-99
Frank Somma	Eureka, CA	07-16-99
Donald Stratton	Sacramento, CA	07-10-99
Forrest Swegle	Sacramento, CA	07-10-99
Frank Szendre	San Leandro, CA	07-17-99

Kenneth Taylor	Spanish Fork, UT	06-29-99
Mike Torres	Oregon City, OR	07-26-99
Harold Varwig	Sonora, CA	07-04-99
Harold Whitacre	San Lorenzo, CA	07-20-99
Walter White	Marysville, CA	07-18-99
Sidney Williamson	Watsonville, CA	05-31-99
Woodrow Wilson	Payson, UT	06-21-99
Fred Woods	Salinas, CA	05-31-99

DECEASED DEPENDENTS

Marie Bennett, wife of Willis Bennett	06-13-99
Betty Ferrenberg, wife of Eddy Ferrenberg	06-08-99
Dorothy Jones, wife of Harvey Jones	06-20-99
Winifred Kahalioumi, wife of Ernest Kahalioumi	07-02-99
Hazel Peters, wife of Eugene Peters	07-20-99
Jessica Schroeder, daughter of Robert Schroeder	06-29-99
Evelyn Suda, wife of Shiro Suda	06-28-99

CIFAC

CIFAC LEVELS THE PLAYING FIELD FOR GOVERNMENT CONTRACTS



In a recent meeting with CIFAC President Dave McCosker, left, Local 3 Business Manager Don Doser said: "Dave, when I go out to job sites to talk with members, I feel good about letting them know we've built a strong labor-management team to help keep jobs in the industry."

Whenver employers and the unions can find a way to cooperate to monitor public contracts, it benefits everyone involved. The Construction Industry Force Account Council (CIFAC) is an agency that monitors the government's bidding process on new construction projects to make sure cities and counties properly use competitive bidding. CIFAC makes sure the bids are open to everyone in the industry, not to insiders only. In other words, CIFAC levels the playing field for government contracts.

CIFAC was created in 1977, and since then it has processed close to a thousand complaints, most of which were resolved at the local level without having to take further legal action. The largest number of the complaints it handles are filed by Operating Engineers, followed by contractors, laborers and builders exchange representatives.

DEFINING THE PROBLEM

Whenever a city, county or special district is doing public works construction, it means three things are happening. First, maintenance work isn't getting done because public employees are side-tracked from their primary function. Second, contractors haven't had an opportunity to bid on the job and get the work. Third, and equally important, when there is no bidding process, the public is not getting the best value for its money — and there's no protection against cronyism.

"Force Account" in CIFAC's name refers to labor force accounting practices. Most government agencies in California now have, as a result of CIFAC's efforts, a \$5,000 ceiling placed on construction jobs that can be done "in-house" by an individual agency. This threshold applies both to labor and materials or to labor alone. If the labor and materials for a job are estimated at \$5,001, it must go out for bid. If the hours worked by an agency's staff equals more than the \$5,000 limit, the job must go out for bid.

CIFAC's territory is the same as Local 3 in Northern California. Its funding is negotiated as part of a master agreement and distributed through the Business Development Trust Fund, and its staff includes a president, an executive director, two field representatives, and an attorney.

WHEN IS ROAD CONSTRUCTION "NEW"?

A definition of road construction versus road maintenance came from a lawsuit CIFAC brought against the city of Concord. The result was called the "one-inch rule," whereby the court ruled that an overlay of one inch or more is considered new construction and subject to competitive bidding requirements.

McCosker points out that from an historical perspective, the construction industry has been frustrated by that old argument that government agencies can do the work for less. "Those in labor and business," says McCosker, "find this a hard pill to swallow. The reason it appears cheaper is the way public agencies account for project costs, rarely including overhead and other indirect costs."

"It may appear to them to be less expensive," continues McCosker, "but that's due to their method of accounting. They don't include all their costs. The public needs to know it's getting the best value for its hard earned tax dollars, and this is done through the competitive bidding process."

NEW PROCEDURES TO SUPPORT COMPETITIVE BIDDING

CIFAC can boast many important accomplishments. It helped to persuade state legislators to bring all the bidding and force account laws, which had been scattered throughout various codes, into one volume called the Public Contract Code.

In 1979, new legislation backed by CIFAC, the California Uniform Public Construction Cost Accounting Act (AB 1966), created the California

Uniform Public Construction Cost Accounting Commission (CUCCAC), which has control over raising and lowering the thresholds for labor force accounting and competitive bidding. The commission is the only alternative to legal action for dispute resolution between the construction industry and public agencies.

In the interest of competitive practices, CUCCAC has developed a cost-accounting procedures manual. There are built-in incentives to local governments to use the cost-accounting procedures outlined in the manual.

CIFAC HANDLE COMPLAINTS

When a field representative, Operating Engineer, contractor or other industry person calls in a complaint, a CIFAC staff member speaks directly with the public works director or project manager of the agency involved to resolve the complaint. Often agencies cooperate and make the necessary changes. If an agency refuses to comply, legal action is pursued. CIFAC has successfully persuaded courts to issue temporary restraining orders or injunctions to stop projects until the agency complies with the law.

CIFAC was instrumental in Humboldt and San Mateo counties adopting competitive bidding policies. Humboldt's policy was actually drafted by CIFAC. Recently, CIFAC won actions against Antioch and East Palo Alto. The latter city stopped its illegal construction and demolition projects to be in compliance with the law. CIFAC convinced both city agencies to pass city council resolutions in support of competitive bidding.

When asked if there is a conflict of interest between CIFAC and the union, Local 3 Business Manager Don Doser explains: "I've been asked, over the years, how Local 3 could be a part of CIFAC, an organization that watchdogs government, when we represent Caltrans and local government employees? I've always said it's not a problem at all. Public employees work on maintenance projects, not on new construction. That's what the law says, so there should never be a conflict."

CIFAC NEEDS YOU

Doser and McCosker ask all Operating Engineers and contractors to keep up the good work of spotting violators. "I've been actively involved with CIFAC since 1976 — before it became CIFAC," says McCosker. "My experience is, when there's plenty of work, folks stop paying attention to what's going on."

Local 3 and CIFAC agree that we still need all Operating Engineers and contractors to keep their eyes open for government agencies doing any type of public works project that we ought to be doing. To protect projects that belong to us, please contact CIFAC whenever you see something suspicious.

CIFAC offices are located inside the Operating Engineers headquarters building at 1620 South Loop Road in Alameda. For more information or to talk about CIFAC services, please call 1-800-755-3354 or send an e-mail to cifac@ricochet.net.

by Executive Director Cathryn Hilliard

SMA:

Quality work is safer work



BY TODD EVANS ■ ASSOCIATE EDITOR

SMA Equipment Co. Inc. reached a milestone this summer. Its Sacramento branch has gone 150,000 hours – that's 19 months – without any lost time due to a job-related accident or injury.

The company supports primarily Komatsu dozers, wheel loaders, excavators and blades, about 80 percent of which are manufactured in the United States and Canada. SMA also provides support for Ingersoll Rand products, Dresser dozers and wheel loaders, as well as Haulpak trucks, Galion blades, planers, compactors and cranes, Bomag compaction equipment and Terex articulated trucks and scrapers.

SMA, which bought its first North American distributorship in 1986, now has 11 shops throughout California. With its equipment diversity and outstanding Local 3 mechanics and Parts and Service Department employees, SMA is set for success for years to come.

Robust work seasons have kept the Sacramento branch humming with activity. Over the past two years the Sacramento shop has gone from nine mechanics and two parts people to 16 mechanics and seven parts people. The Sacramento shop has expanded to seven bays and has invested \$110,000 in a state-of-the-art engine and transmission dyno room. SMA has also set up 25 parts drop boxes in Northern California where its customers can conveniently pick up their parts.

1. At SMA's Sacramento branch are from left: Dan Goodwin, Gary Mader, Jerry Schrank, Glen Mocheo, Walt Wolff, Shop Steward Vic Bakarich Jr., Chad Glaspey, Bill Willis, Chris Macharro, Ron Pietrok, Cameo Hamilton, Lori Fulwinder, Bill Prawl, Business Agent Shawn O'Donoghue and kneeling in front is Shane Walthers. Not pictured are Chris Wolff, Paul Clark, Steve Casey, Todd Knight, Reggie Stepney, Dustin Eaton, Marty Leis, Gene Schull.

2. Standing in front of SMA's Komatsu PC1100LC from left are Business Manager Don Doser, Fresno District Rep. Mike Brown, Operator John Stanfill and Rec.-Corr.-Sec. Rob Wise.

3. Gary Mader works on the hydraulics of one of the smallest excavators made by Komatsu.

4. Walt Wolff working on a 512V engine out of a Komatsu D475

5. Chris Macharro works on a Komatsu WA450 loader.

6. Chad Glaspey, left, explains the new hydraulic system on the Komatsu PC400LC to Business Reps. Shawn O'Donoghue, middle, and Jay Bosley.



NEWS FROM THE credit union



by
ROB WISE
credit union
treasurer

Cool cars, cool weather at summer sale

Fall-like weather didn't prevent a great turnout for the credit union's summer car sale held July 31 at the Dublin, Calif., branch and Corporate Motors, Sacramento. Car sales are just one of the ways your credit union can save you money on your new or used vehicle purchase. Before you shop, make sure to check with your branch or call 1-800-877-4444.

The credit union has many free services for car buyers. Everything from Kelly Blue Book information to fleet pricing options to convenient auto broker services is available. Make sure to ask about the automatic payment method discount.



Members came to the July sale from as far as Gilroy and Sonoma, Calif., to check out the low-mileage trucks, cars and sport utility vehicles. The credit union will hold a fall car sale on Oct. 30 at the same locations.

AT LEFT: "We were impressed with the number of cars and with the quality," said Joe and Doreen Diego of Gilroy, Calif.



ABOVE: Local 3 member Timothy Gregory of Walnut Creek, Calif., was not far from his work site when he attended the Dublin branch sale location. He has been working on the new I-680 flyover in Dublin. Pictured clockwise from top are Timothy, wife Sadie, son Luke and daughter Jazmine.



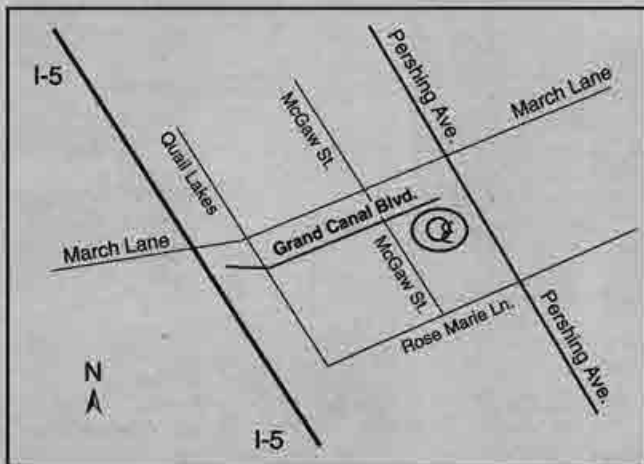
ABOVE: Drivers and future drivers, including Heather Gutierrez, daughter of Local 3 member Henry Gutierrez of Tracy, turned out for the credit union's summer car sale July 31.

West Stockton, CA, branch moves

One of the credit union's two Stockton, Calif., branches has moved. The branch formerly on Pershing and referred to as the West Stockton branch is now at 1818 Grand Canal Blvd., suite 1 in Stockton. The new location features good parking, a roomy lobby and easier access to major freeways. The 1916 N. Broadway Stockton branch remains open to serve members at that location. No phone numbers have changed. Continue to reach the West Stockton branch at (209) 472-0708 and the Stockton branch at (209) 943-2455.



The credit union's West Stockton branch, formerly on Pershing, has moved to 1818 Grand Canal Blvd., suite 1, Stockton, Calif. The telephone number, (209) 472-0708, remains unchanged.



Did you know?

You may order your credit union checks, including the popular bulldozer design, with the words "This Payment Made Possible by Union Wages" printed on them.

For more information, and to learn how to save money by opening a credit union checking account, contact any branch or call 1-800-877-4444.



SALT LAKE CITY'S RECONSTRUCTION I-15

THE LARGEST HIGHWAY PROJECT IN UTAH HISTORY IS PART OF STATE'S PREPARATIONS FOR THE 2002 WINTER OLYMPICS

Second of a two-part series

By Steve Moler ■ Managing Editor

An enormous construction boom is under way in the Salt Lake City area as the region prepares for the 2002 Olympic Winter Games.

For the past several years, union contractors have been constructing and upgrading the 10 competitive and 10 non-competitive Winter Olympics venues. A major component of preparations for the 2002 Winter Games is the upgrading of the region's transportation system. To move more than 1.6 million spectators, athletes, officials and journalists fluidly throughout the region, the Salt Lake City Olympic Organizing Committee and Utah Department of Transportation (UDOT) have developed an elaborate and ambitious transportation plan.

UDOT expects to get between \$900 million and \$1 billion in federal aid for Olympic transportation projects and operations. That money is being used for major highway improvements, light-rail extensions and upgrades of local streets in and around Olympic venues.

By far the biggest transportation project is the reconstruction of I-15, the main freeway that runs north-south through the heart of Salt Lake City. The \$1.6 billion project is the largest construction project ever undertaken in Utah and currently the second largest public works project in the United States, second only to the dredging of Boston Harbor.

(continued on next page)



Ramps take shape on the I-80/I-15/SR-201 interchange.

SALT LAKE CITY 2002: I-



(continued from page 11)

Wasatch Constructors, a joint venture of Granite Construction and Kiewit Pacific, is tearing up every inch of concrete, steel and asphalt along a 17-mile section of the old freeway and building an entirely new state-of-the-art freeway system, including two major interchanges leading to Olympic venues: the I-80/I-15/SR-201 "Crossroads of the West" and the I-15/I-215 South Junction.

The new I-15 will have two new lanes in each direction: one general purpose and one carpool lane. Additional new auxiliary lanes running between each interchange will provide motorists with safer merges. The project also involves building 130 new bridges and reconfiguring seven interchanges. Even adjacent frontage roads and surface streets are being reconfigured to improve safety and traffic flow. In all, Operating Engineers will move about 5 million cubic yards of fill material and lay down 2.5 million square yards of concrete.

To minimize traffic tie-ups, most of the white paving is being done at night. Wasatch used concrete heaters so paving crews could complete bridge decks during the winter months. This summer crews have been able to lay two to three times as much white pave-

ment as last year. In fact, progress is so good Utah motorists will likely be driving on new pavement along some section of I-15 by December.

Although the I-15 reconstruction would have been undertaken anyway, the project is receiving special attention because of the Olympics. The Federal Highway Administration has provided several hundred million dollars in additional funding so the job can be completed prior to the Games.

To meet the accelerated completion deadline of October 2001 or sooner, the construction workforce has hovered around 1,200, including about 150 Operating Engineers. Despite the hectic schedule, the project, which reached the halfway point in June, is under budget and on schedule and may actually finish by July 2001, a full six months before the Olympic opening ceremonies.

The I-15 project is yet another example of how union labor gets the job done better and faster. Just months before Utah welcomes the world for the 2002 Winter Games, the state will be the proud owners of the most modern freeway in the nation.

COMPUTER-GENERATED IMAGES OF THE I-15 PROJECT

I-15/ I-215/ SOUTH JUNCTION



I-80/ I-15/ SR-201



I-15 RECONSTRUCTION



1. Connector ramps for the newly configured I-80/I-15/SR-201 interchange.

2. On a 65-ton Grove is Harold Beckstrom.

3. Excavator Operator Ed Head.

4. On a Pettibone forklift is Kevin Billings.

5. Job Steward Mike Cutler.

6. Roller Operator Linda Kendall.

7. Foreman Arden Horne.

8. Dozer Operator Gordon Duncanson, middle, with Business Reps. Dale Cox, left, and Simon Ostrander.

9. On a Cat 345 excavator is Mike Houghton.

10. White paving goes in along a section of I-15 just north of the I-80/I-15/SR-201 interchange.



NEWS FROM THE organizing dept.



by
BOB MILLER
director

THREE FIRSTS FOR ORGANIZING

As we enter midsummer, Local 3's National Labor Relations Board (NLRB) election win rate stands at 82 percent, and three of these are first-time occurrences for our local.

#1 First time Local 3 has won an election on a military base in Hawaii

On July 20, Organizers Kalani Mahoe and Clyde "Kapu" Eli spearheaded an election victory at Wheeler Air Force Base on Oahu by a 100 percent margin, and it was our first ever victory targeting the military establishments on the islands. District Rep. Harold Lewis said, "This should bring about 35 new members and jobs for Hawaii." He added that the bases have been a sore spot with Local 3 for a long time. Unemployment is high in Hawaii due to the stagnant economy, and a significant portion of our work has been going non-union on the bases while our members sit at home.

Mahoe commented, "K-D Construction does about \$50 million annually, and this should be the beginning of a unionization trend at the bases." He also pointed out that often the first victory is the most difficult and that others tend to follow.

Seven other campaigns are in progress in Hawaii, and as always, the key ingredient to their success lies in the power of membership by helping start, orchestrate, negotiate and service these new contractors.

#2 First time in memory an election is scheduled for major pipeline contractor in Wyoming

Local 3's newest district recently filed a NLRB election petition on JOMAX, a major player in the multi-million dollar pipeline construction going on in the Wyoming-South Dakota area. Organizers Jim Scott, Steve Backherms and Will Cox are preparing to win the vote with about 45 equipment operators working on JOMAX's \$110 million, 126-mile Powder

River Basin system and facilities project in northeast Wyoming. The network will transport large quantities of natural gas for Thunder Creek Services.

IUOE pipeline director Bud Evans said, "I can't remember the last time we actually had an election on a pipeline contractor in the Rocky Mountain area." Local 3 organizers are being assisted by IUOE organizer Dave Jordan and are also involved in a card drive on OKEMAH Construction. OKEMAH is building the 103-mile, 24-inch diameter pipe gathering and treating system to handle the growing volumes of coal bed methane in the Powder River Basin of Wyoming. District Rep. Andy "Buck" Mullen said, "Our district organizers have nine others campaigns in progress and an August 16 election date scheduled for a 150 worker unit in Wheatland. We're on a roll!"

#3 First time Local 3 has won an NLRB election of over 600 workers in Reno

On July 16, 640 registered nurses at Nevada's second largest hospital, Washoe Medical Center, voted by a 60.5 percent margin to be represented by Local 3. A team of organizers, headed by lead organizer Robert Tweedy, with support from the Reno District staff, worked long hours to achieve victory over hired "union busters."

Business Manager and IUOE vice president Don Doser said: "The nurses came to us because of our 60-year reputation for professional representation in Nevada. Although 70 percent of our targets are in construction, we're not going to turn any workers away when they ask us for help."

Local 3 has a series of elections scheduled on units of 800, 400 and 500 at three hospitals in Reno. Nationwide media coverage is expected to continue, as it did during the first election, and a recent television poll showed 95 percent of the surrounding community supports Local 3 and the unionization effort.



CURRENT ORGANIZING STAFF

Name: Bob Miller, director

Base District Phone: (510) 748-7400

Districts Covered: all 15 Local 3 districts

Name: Jim Scott, director

Base District Phone: (775) 753-8761

Districts Covered: Elko, Wyoming, S. Dakota

Name: Jay Bradshaw, assistant to the director

Base District Phone: (510) 748-7400

Districts Covered: All Districts

Name: Kalani "William" Mahoe, assistant director

Base District Phone: (808) 845-7871

Districts Covered: Hawaii

Name: Larry Daniels, assistant director

Base District Phone: (209) 252-8903

Districts Covered: Fresno/Stockton/Reno

Name: Reid Davis, assistant director

Base District Phone: (801) 596-2677

Districts Covered: Utah

Name: Clyde "Kapu" Eli

Base District Phone: (808) 845-7871

Districts Covered: Hawaii

Name: Rich Marshall

Base District Phone: (916) 565-6170

Districts Covered: Sacramento/Marysville/Redding

Name: Joe Tarin

Base District Phone: (510) 748-7400

Districts Covered: Oakland

Name: Tim Schmidt

Base District Phone: (408) 295-8788

Districts Covered: San Jose/ San Francisco

Name: Steve Backherms

Base District Phone: (307) 265-1397

Districts Covered: Wyoming/S. Dakota

Name: Will Cox

Base District Phone: (307) 265-1397

Districts Covered: Wyoming/ S. Dakota

Name: Jim Wright

Base District Phone: (775) 857-4440

Districts Covered: Nevada

Name: Gordon McDonald

Base District Phone: (707) 429-5008

Districts Covered: Fairfield, Santa Rosa, Eureka

Name: Tom Bailey, negotiator

Base District Phone: (510) 748-7400

Districts Covered: All Districts

AT LEFT: Heading the march that led to victory for over 600 RNs at Washoe Medical Center are from left: International Operating Engineers Rep. Virginia Treacy, who represents 5,000 healthcare professionals in five states, and Washoe RN's Nancy Winston and Yolanda Crobarger. Holding the bull horns are Jay Bradshaw, far right, Local 3's assistant to the organizing director, and behind Bradshaw is organizer Joe Tarin. Business Manager Don Doser supported the nurses from the get go, including the recently established Local 3 Healthcare Division to service the new unit.



Retiree Association meetings

Retiree Association meetings will be starting in September. This is an open invitation to all retirees and your spouses, to come join us at the meeting in your area. We would especially like to welcome all newcomers to the retirees' ranks and hope to see you at the meetings. Your input is vital, and we will be discussing the latest happenings. Be sure to check the schedule for the meeting in your area, and we hope to see you there.

Retiree Association meetings schedule

LAKEPORT

Thursday, Sept. 2, 10 a.m.
Lakeport Yacht Club
55 5th Street
Lakeport, Calif.

ROHNERT PARK

Thursday, September 2, 2 p.m.
Operating Engineers Bldg.
6225 State Farm Dr.
Rohnert Park, Calif.

WATSONVILLE

Thursday, September 9, 10 a.m.
VFW Post 1716
1960 Freedom Blvd.
Freedom, Calif.

SAN JOSE

Thursday, September 9, 2 p.m.
VFW Post 3982
1313 Franklin Street
Santa Clara, Calif.

CONCORD

Tuesday, September 21, 10 a.m.
Concord Center
5298 Clayton Rd.
Concord, Calif.

OAKLAND

Thursday, September 23, 10 a.m.
Oakland Zoo-Snow Bldg.
9777 Golf Links Rd.
Oakland, Calif.

FRESNO

Potluck Picnic and Meeting
Tuesday, October 5, 11 a.m.
Woodward Park Park View Area
7775 Friant
Fresno, Calif.

MODESTO

Thursday, October 14, 10 a.m.
Tuolumne River Lodge
2429 River Road
Modesto, Calif.

STOCKTON

Thursday, October 14, 2 p.m.
Stockton Waterloo
Gun & Bocci Club
4343 N. Ashley Lane
Stockton, Calif.

EUREKA

Thursday, October 19, 2 p.m.
Operating Engineers Bldg.
2806 Broadway
Eureka, Calif.

REDDING

Wednesday, October 20, 2 p.m.
Frontier Senior Center
2081 Frontier Trail
Anderson, Calif.

MARYSVILLE

Thursday, Oct. 21, 2 p.m.
Sutter-Yuba Board of Realtors
Bldg.
1558 Starr Dr.
Yuba City, Calif.

AUBURN

Thursday, October 28, 10 a.m.
Auburn Recreation Center
123 Recreation Dr.
Auburn, Calif.

SACRAMENTO

Thursday, October 28, 2 p.m.
Operating Engineers Bldg.
4044 N. Freeway
Sacramento, Calif.

FAIRFIELD

Tuesday, November 9, 2 p.m.
Operating Engineers Bldg.
2540 N. Watney
Fairfield, Calif.

WYOMING

Wednesday, November 17, 2 p.m.
TO BE DETERMINED

SALT LAKE CITY

Thursday, November 18, 2 p.m.
Operating Engineers Bldg.
1958 W. N. Temple
Salt Lake City, Utah

SF/SAN MATEO

Tuesday, November 30, 10 a.m.
Villa Hotel
4000 S. El Camino Real
San Mateo, Calif.

NOVATO

Tuesday, November 30, 2 p.m.
Inn at Marin
(formerly Alvarado Inn)
250 Entrada
Novato, Calif.

Medical eligibility rules for Hawaii and Wyoming

Welcome to all our new members. One of the first questions new members have is related to their medical coverage. Below you will find the initial eligibility rules for the Hawaii and Wyoming plans. We will discuss the Utah eligibility rules in a later issue. Please review the requirements and contact the district office or the trust fund office if you have any questions about your eligibility.

Hawaii

To be initially eligible, you need 360 hours reported within three or less consecutive months. One hundred and twenty hours will then be deducted from the total hours reported, and you will be insured the first day of the second month with the balance of hours remaining in the reserve account. Example: 360 hours reported January, February and March. Member has eligibility for May with 240 hours in the reserve account.

After initial eligibility requirements are satisfied, hours worked for a contributing employer are credited to the employees' reserve account and are used to provide coverage on a 'skip month' basis. The trust fund will deduct 120 hours from the reserve account for each month of insurance coverage, and a member will continue to remain eligible as long as his or her reserve account contains at least 120 hours. Example: Member has 140 hours reported for April. April hours give June eligibility with 20 hours remaining in the reserve account.

Wyoming

An employee will become eligible on the first day of the second calendar month next following any period of not more than five consecutive calendar months during which the employee works a total of at least 350 hours with one or more contributing employers.

One hundred and thirty-two hours of reported credit will be deducted from the employee's hour bank for each month of coverage. An employee will continue to remain covered as long as his or her hour bank contains at least 132 hours of credit.

Whenever an employee is credited with more than 132 hours during a month, which is the amount required to furnish one month's coverage, the excess hours will be added to the employee's hour bank accumulation as follows:

a. An employee with less than 12 consecutive months of contributions following eligibility as set forth in the initial eligibility provisions shall not be allowed to accumulate or exceed a maximum of 396 hours in the hour bank after deduction for the current month's coverage.

b. An employee with 12 consecutive months of contributions following eligibility as set forth in the initial eligibility provisions will then be allowed to accumulate future excess hours in his or her hour bank up to a maximum of 792 hours, after deduction for the current month's coverage.

Always refer to your plan's booklet, the "Summary Plan Description," for full information relating to your eligibility and benefits. Booklets are available at your district office and the trust fund office.

NEWS FROM fringe benefits

by
CHARLIE WARREN

fringe
benefits
director



NEWS FROM THE safety dept.



by
BRIAN BISHOP

safety
director



DOT Hazardous Materials Training



Teamster Hazmat Instructor Steve Smith leads a class on U.S. Department of Transportation hazardous materials handling.

Since 1992, there have been several changes in the U. S. Department of Transportation (DOT) regulations that affect employees who load or transport hazardous materials. DOT mandates recurrent training requirements for all employees who are involved in the transport of hazardous materials in both interstate and intrastate commerce. In California, the training requirements are enforced by both the DOT and the California Highway Patrol (CHP).

The regulations apply to the transport of unused products such as gasoline and diesel fuel as well as the transport of wastes such as used motor and hydraulic oils. The requirements affect employees who haul as little as one can of gasoline in the back of a company pickup. As such, it is important the Operating Engineers understand the importance of the regulations.

The basic requirements are contained within 49CFR 172.700-704 and 49CFR 177.800-870, and additional training requirements are listed elsewhere in the code. Specifically, the regulations increase training requirements as the quantity and risk associated with the products increase. The employee who carries one can of gasoline in the company pickup must receive training about both the risks associated with the materials and the emergency procedures required by the DOT or trade regulations.

An employee with a non-bulk cargo tank (less than 188 gallons) containing diesel fuel in the back of a pickup must receive the hazardous materials training required under 49CFR 172.700-704. Any driver operating a fuel or grease truck must receive all of the previously mentioned training and also possess a commercial drivers license with both a tanker and hazardous materials endorsement. The employer's hazardous materials registration requirements also increase in similar fashion.

In May, the Teamster training program assisted the Operating Engineers by conducting four-hour training classes at our Sacramento District office. The class covered the training mandated by the DOT for drivers of fuel and grease trucks. It is the same program that the Teamsters presented at the CHP sponsored Hazardous Cargo Tank Conference last February. A special thank you to Teamster Instructor Steve Smith.

Ergonomic assistance

Trying different ideas for safety and ease

Sanitary Fill Company of San Francisco has furnished John Dovala, their "Tire-man," with equipment to assist him as he changes tires. The company purchased two mini mobile work stations that support most of the weight of the heavy air-impact gun he uses to loosen tire lugs. The price of each station was about \$700.

Even though the stations are designed to assist tire changing, one of them gets in the way. Dovala told us that the large support base on the model by ESCO, called the Truck Tire Work Station, does not leave enough work room in front of it. To solve the problem, Sanitary Fill is having Dovala check out a second new station, the Mobile Wheel Work Station by Norco Industries. This work station is in use elsewhere in the company and users are impressed with its performance.

Safety Engineer David Becker and Maintenance Manager Marty DeMartini of Sanitary Fill have also been instrumental in purchasing other safety and ergonomic products for the company's tire shop areas. Additional new equipment includes clutch and flywheel lifters and brake drum movers and lifters.



AT LEFT: Operating Engineer "Tire-man" John Dovala demonstrates ESCO's Truck Tire Work Station.



AT RIGHT: Sanitary Fill Company's Safety Engineer David Becker holds the air-impact gun on a Norco Industries' mobile work station.

40-hour Hazmat training schedule

November 8-12
Rancho Murieta Training Center
7388 Murieta Drive

December 6-10
Alameda Headquarters
1620 S. Loop Road

Cost

Sponsored member: \$250
Sponsored non-member: \$300
Members on out-of-work list:
no charge

Registration

Space is limited. Seats are filled on a first come, first served basis. Advise those who are interested to call the safety office at (510) 748-7400 ext. 3356 or 3358.
Thank you!

End-of-the-year HAZMAT TRAINING SCHEDULES

8-hour Hazmat refresher class schedule

According to **29 CFR 1910.120**, a student who has completed the 40-hour Hazmat training course has a mandatory requirement to receive an additional eight hours of refresher training annually to keep the certification valid.

In order to keep members in compliance with this requirement, Operating Engineers Local 3 is offering Hazmat re-certification classes. Listed below is the schedule for the fourth quarter.

Registration: Call the district office for reservations.

Fee: There is no charge for Local 3 and Teamster members with a current dues card. Fee for non-members is \$30.

Time: All classes will begin at 7 a.m.

Eight-hour refresher class schedule

Saturday, December 4

District 04
Fairfield Office
2540 N. Watney Way
(707) 429-5008

Saturday, December 18

District 10
Rohnert Park Office
6225 State Farm Dr., #100
(707) 585-2487

Friday, November 5

Saturday, November 6

Friday, December 3
District 20
Alameda Headquarters
1620 South Loop Road
(510) 748-7446

Saturday, October 30

District 30
Stockton Office
1916 N. Broadway
(209) 943-2332

Saturday, October 2

District 50
Cedar Lanes - Fresno
3131 N. Cedar
(559) 252-8903

Saturday, October 16

District 80
Sacramento Office
4044 N. Freeway Blvd., #200
(916) 565-6170

Saturday, November 13

District 90
IBEW Hall - San Jose
908 Bern Court
(408) 295-8788

Our destiny is largely in our own hands. To find, we shall have to seek. If we succeed in the race of life, it must be by our own exertions. Others may clear the road, but we must go forward, or be left behind in the race of life. — Frederick Douglas

Valuing difference in the race of life

In order to grow as individuals and as a union, we must learn how to understand, value and manage diversity in the workplace. Certain communication skills can be developed that will aid us in this process. From time to time, this column will offer ways to develop some of these skills.

Understanding diversity in the workplace begins with recognizing that out of many we are one. Our differences are our strengths when we all work together toward the same goal.

Our differences are the raw material for building strong futures based on common goals. When the strength of a diverse work force is used to its fullest capacity, Local 3 can more effectively gain an edge in today's global market. Valuing the differences of your co-workers will benefit your union in many ways. In short, valuing diversity can create wholeness in an organization by contributing to healthier working relationships for all.

Local 3 builds highways to bring communities, cities and states together. All roads bring people together; and, in a very symbolic way, Operating Engineers have brought the entire country together. Why would we let anyone or anything stand in the way of our efforts to change the workplace and bring the work force together with the right kind of diversity. Understanding our own destiny is a big part of doing what we must do to remain a strong and growing union.

Business Manager Don Doser said: "I do not want to hear of one Local 3 hand speaking negatively about another. I believe that is the start of something that does not belong in our union."

Today, it may be something said about someone else, and tomorrow it is you. Doser would ask that if we do not have something positive to say that we do not say anything. It takes a wiser person to help another who does not have the skills than the person who would tear someone down. Local 3 members are about solidarity: one for all and all for one.

Diversity training

We are continuing to do diversity training in all districts in Northern California. Once again we would like to thank the participants in diversity training.

• Don Doser, business manager, and the Local 3 officers

• Associate General Contractors of California, Steve Clark and Rich Hutchinson

- Association of Engineering Construction Employers, Tim Conway, Don Cecchetti
- Berkeley Readymix, Bob Bradstad
- Crane Owners Association, Micheal J. Vlaming
- DeSilva Gates, James Scott Archibald
- Engineering and Utility Contractors Association, Mark Breslin, Leslie Lord
- Ferma Construction, Roy Ferrari
- Gallagher & Burk Inc.,
- Ghilotti Brothers, Mario Ghilotti and Mike Ghilotti
- Granite Construction, Howard J. Phelan
- H.F. Ehler Company, Fred Ehler
- Huber, Hunt & Nichols/Kajima, Corine B. White
- Independent Construction Company, Dave McCosker
- Kiewit Pacific Company, Sue Weiler-Doke
- Ladd Construction
- McGuire & Hester, Kevin Hester
- O.C. Jones & Sons, Bob Miller Pelagcini, Larry G. Bauer
- Pavex, Mike Lax
- Race Grade Way Construction, Dan Lowery
- Ransome Company, Mark Smith
- Shasta Construction
- Stimpel-Wiebelhaus Associates, Cathryn Grimm
- Strove & Graff
- Syblon Reid Construction, Jim Hunt
- Tiechert Construction Company, Gill Grothwaite, Bill Quiroz
- Top Grade Construction, Grace Carr
- Tutor-Saliba/Slattery JV, John Overton

NEWS FROM THE OFFICE OF compliance & civil rights



by
CURTIS BROOKS

director



NEWS FROM teaching techs



by
PAUL SCHISLER

administrator,
northern california
surveyors joint
apprenticeship
committee

Technical engineers golf tournament winners announced

On Sunday, July 18, 144 golfers enjoyed a great day at Chabot Regional Golf Course in Oakland, Calif., where they met for the 5th Annual Technical Engineers Golf Tournament. Major sponsors for this tournament were Operating Engineers Local 3, Bay Counties Civil Engineers and Land Surveyors Association, Operating Engineers Federal Credit Union, Associated Third Party Administrators, Meridian Technical Services, Hemming Morse, McMorgan & Company, The Segal Company and Central Chevrolet. Contributing hole sponsors were Brian, Kangas & Foulk, Bryant Surveys Inc., Carlson, Barbee & Gibson Inc., David Isakson & Associates, Harbor Bay Business Park, Kier & Wright, Miller & Angstadt Law Offices, Stationary Engineers JAC - Local 39, The Culver Group and Worldwide Land Surveys Inc.

We would like to take this opportunity to thank all sponsors. This event was made possible largely due to their contributions and generosity. Net proceeds will benefit the Operating

Engineers Local 3 Scholarship Fund. We are pleased to announce the tournament winners:

1st Place — HMH
Seth Irish
Steve Mendenhall
Todd Enke
Eric Smith

2nd Place — The Boys
Johan Larsson
John Pascoa
Ron Espinosa

3rd Place — Hemming Morse
Alex Miller
Troy Atkinson
Bruce Disney
Cory Cruz

4th Place — Worldwide Land Surveys
Gary Freitas
Darryl Freitas
Gene Feickert
Dean Poggi

Most Accurate Drive
Tom Callans, 2 inches
Gabe Molina, 2 inches

Longest Drive

Men: George Dwyer
Women: Susana Fernandez

Closest to the Hole Awards

Hole 9: Max Rodriguez,
2 feet 4 inches
Hole 7: Bill Ham,
13 feet 3 inches
Hole 2: Steve Dicochem,
12 feet 8 inches
Hole 12: Jerry Kalmer,
6 feet 3 inches
Hole 17: Tom Callans,
13 feet 5 inches
Hole 15: Todd Enke,
29 feet 2 inches

Congratulations to all winners, and we look forward to seeing you next year at the 6th Annual Technical Engineers Golf Tournament.

Apprenticeship responsibilities

One requirement of the NCS-JAC training program is that all apprentices obtain and maintain a first aid/CPR safety card. Another requirement is that all trainees stay on a steady course assignment schedule and refrain from falling behind in related

training, which is referred to as "Deficient Related Training Progress."

We recently sent out notices to students who are not keeping up with these responsibilities, and this has prompted some questions. Any student who receives such a notice is given a 30-day period to make up any deficiency or obtain the required safety card. Failure to correct these problems may mean further disciplinary action.

Do not let yourself fall behind. Regularly attend your related training classes, consult with your instructor when problems with related training exist, contact the administrative office when you have trouble obtaining or maintaining specific program requirements or for any questions you might have regarding your apprenticeship training. And above all, try to get ahead in your school work. Just a little responsibility on your part will help to take you a long way.

NEWS FROM THE addiction recovery program



by
UWE GUNNERSEN
director

1-800-562-3277

IN HI:
1-808-842-4624

Adulteration, Immaculate Conception and what message do we give our children about drugs?

Obstacles in our path usually challenge us to find another, we hope easier, path to where we are trying to go. That is very much a part of human nature, and it serves us well in most of our endeavors. When it comes to substance abuse issues, however, our obstacle-avoiding mechanisms tend to shine with exotic uselessness and are invariably self-defeating.

Let's just look at the brief history of testing for drugs in the workplace. In the beginning, when some of us were told that our specimens were positive for one or more drugs, we were deeply hurt if not outright insulted. We strenuously protested and asserted that there must be something wrong with the science of urine testing. The proof being that our specimens could not possibly be positive since we never took any drugs in any shape or form.

Well, we didn't get too far with that argument. So we got together to discuss and research the matter. The outcome of these locker room talks was indeed an alternative path around the obstacle of drug testing. The concept of specimen adulteration was quietly passed on to a small group of us who saw our lifestyles threatened by drug testing. Unfortunately, adding some kind of detergent or other chemical or substituting another mammalian urine specimen was immediately and effectively countered by certain federal regulations.

That only left us with what is called in the jargon of the trade, "immaculate ingestion." The Catholics among us will immediately understand this concept. It refers to something unknown, un-understandable, innocent, and probably miraculous. It permits us to deny any knowledge of and active participation in any action that would introduce an illegal substance into our body. In fact, since we supposedly don't even truly feel the effects of this immaculate ingestion, much less enjoy it, it can reasonably be assumed that the substance for which we tested positive did not come out of our body but was, via some diabolical machination, inserted directly into the specimen.

Admittedly, all the above stretches credulity, except our own, to the extreme of human tolerance. We need to face the fact that we are being honestly dishonest — whatever that is — or just plain, bald-faced liars. We lie to ourselves, to our spouses, to our co-workers, to our parents and to our children.

This is really what I want to talk about: our children, the next generation of potential substance abusers. Some members have called our office, greatly concerned about

their children using drugs, some of them even when "they are only in middle school." Most of the time the drug is marijuana. A drug that many parents have used in the past, of course only "recreationally." A drug that many parents continue to use, and, when caught, unashamedly claim "immaculate ingestion" as an explanation.

The stupidity of this argument is rarely ever lost on children. They figure, if adults smoke pot and excuse it with childish lies, then children should also be excused when smoking this substance. I have seen three subsequent generations in a family smoking pot while generously utilizing some of the above mentioned rationalizations and lies.

Well, here are some of the facts when it comes to our children. Teen experimentation with marijuana is definitely not a casual rite of passage. Teens who smoke pot are playing a dangerous game of Russian roulette.

- Most kids who smoke pot may not move on to cocaine, heroin, and acid, but those who do smoke it greatly increase the odds that they will use harder drugs.
- Not all kids who smoke pot will become dependent on the drug, but 9 percent will.
- Not all kids who smoke pot will go into drug treatment to try to shake the habit, but almost 88,000 will.
- Not all kids who experiment will become regular pot users or pot heads, but the only sure way to avoid that is not to smoke marijuana.
- Not all kids who smoke marijuana will so severely impair their short term memory and ability to concentrate that they will fail in school, drop out or seriously arrest their intellectual development — but many will.
- Not all teens who get high on marijuana will be involved in a crippling or killing accident, but getting high greatly increases the dangers of driving, and getting high is the reason teens (and adults) smoke pot.

Teenage drug use is such a critical issue because it is during this time of life that social, physical and academic skills are developed and habits are acquired that greatly influence success later in life.

Teenage drug use confronts many parents who have never used illegal drugs themselves. I will touch on this issue and several other related ones next month.

If you want to talk confidentially, give us a call at **1-800-562-3277**. In Hawaii, call **1-808-842-4624**. Or, visit us at our web site: www.oe3.org — click on Departments, then click on Addiction Recovery Program.

NEWS FROM talking to techs

by
GERRY ORME

director,
technical
engineers

Surveying hours increase

As we enter into the fall season, our surveying hours are again increasing and have moved ahead of last year. More work is being accomplished with smaller crews. Sometimes the crew is only one person, and, according to the contract, that person is paid Chief of party wages.

Fortunately, we don't have many problems of that kind to deal with. Our employers are very aware of what the proper wages and fringes are.

Surveyors urged to attend Semi-Annual meeting

I urge all surveyors to attend our Semi-Annual meeting this year, in Sacramento. See you there.

by *Director Gerry Orme*



FROM RENO EBOW BEHO

Reno District picnic a huge success!

RENO — The Reno District staff would like to thank all those staff members from other districts who took time off to attend the Reno picnic and show their support for the healthcare organizing effort. We appreciate everyone who pitched in and helped make our picnic such a success. We would also like to thank the many contractors and local businesses who contributed to the picnic with donations and prizes. We served over 500 meals and could only have done that with a great deal of outside assistance.



1. Business Manager Don Doser and his wife, June, march to support the nurses at the Washoe and St. Mary's medical centers.
2. Barbara Clark of the Reno District staff lined up the children for a whack at a clown piñata.
3. From left, George Valdez, his wife and together with other retirees fill their plates in the food line.

Overlay work is going on in every county

Work in northern Nevada is very busy, especially paving work. Anyone who has traveled the highways of northern Nevada recently knows there is overlay work going on in every county. Granite Construction and Frehner Construction have most of the paving work locked up while Q & D Construction is busy on the new off ramp at Hwy. 395 northbound and McCarran Boulevard. When completed, this will make traveling from Hwy. 395 to Sun Valley much easier. T.W. Construction

was just awarded the Sparks Marina job, which will make many of our members happy. Now they will have more work and another place to fish and swim.

T.W. Construction celebrates its 20th anniversary this month. We extend our sincere congratulations to owner Leo Tuccori and to the members who have worked hard to make this company a success.

FROM FRESNO EBOW EBESNO

FRESNO — From left, Business Manager Don Doser, District Rep. Mike Brown, 1100 Katmatsu operator John Stanfill and Recording Corresponding Secretary Rob Wise at the job site where Floyd Johnston Construction Co. is laying the sewer trunkline for the city of Fresno.



FROM MARYSVILLE EBOW MARYSVILLE

MARYSVILLE — Clemens Construction is working on replacing two bridges on Ladoga Road, at Squaw Creek, near Ladoga. There are three members on this job.

- Jaeger Construction is busy getting the site ready for the Calpine Power Plant. The plant will produce 500 megawatts of power with minimal environmental problems, and will keep around 250 craftspeople working during the peak construction period. About 35 Operating Engineers should have some good hours for the next two seasons.
- Baldwin is moving along on its Hwy. 99 job near Nicolaus and on overlay jobs in various locations in District 60.
- There will be an allocation meeting for employees of Holt Brothers of California in our Sacramento Hall at 4044 North Freeway Blvd. on Wednesday, August 4, at 6 p.m. All members working for Holt are urged to attend and allocate the increase accordingly.
- R.M. Harris is making good progress on the Colusa Bypass Bridge, and it hopes to complete it in September.
- Teichert is moving along on the paving at the Chico Sewer Plant, and Monterey Mechanical is very near finishing its work.
- Kiewit is currently stripping the falsework out from under the bridge on Hwy. 162 in Oroville to open the river for the salmon run. There are three members still working on this job.
- Both Holt and Peterson Tractor shops are busy keeping the machinery going for the various contractors in the area.
- Negotiations are still moving along with Unit 12 Caltrans, and we hope for an agreement soon.

by Business Rep. J. L. White

NEWS FROM THE districts

FROM HAWAII EBOW HAWAII

Public-private partnership forms to develop Ford Island in Hawaii

HAWAII — Hawaiian Dredging recently completed the \$80 million Admiral Clarey Ford Island Bridge. The completion of the project marks the beginning of an overall plan to fully develop Ford Island. A public-private partnership concept is being used to fund the development that envisions a well planned community with singles housing, family housing, shopping, recreation, parks, memorials and operational facilities.

Congressman Neil Abercrombie of Hawaii states, "It was not easy to secure approval of the House Armed Services Committee. The public-private partnership concept is unprecedented on this scale. Some members of the committee were reluctant to support a \$500 million project

financed in such an unconventional manner. It took more than a year of negotiations with the Navy, committee staffers, and congressional members of both parties. In the end, we were able to agree on legislation that satisfied everyone's concerns. The result was eight pages of well-honed language, which precisely sets the conditions of operation for the Ford Island public-private partnership. It is one of the most difficult and worthwhile legislative achievements of my years in public service."

Construction on Ford Island will be spread out over 12 years. Cost estimates vary from a low of \$500 million to a high of \$600 million.



District 17 Representative Harold K. Lewis, Hawaii Congressman Neil Abercrombie, Laborer's Business Manager Ben Saguibo and Mason's Business Manager Nolan Moriwaki take a "photo break" during discussions on upcoming federal work that includes the Ford Island development.



The USS Missouri and the USS Arizona Memorial provide a picturesque backdrop while standing on the recently completed Admiral Clarey Ford Island Bridge.

FROM SACRAMENTO EBOW SACRAMENTO

Clark's, a longtime union welding and machine shop



Local 3 members at Clark's Automatic Welding and Machine Shop are, from left, Carl Wagner, Bob Boyd, Ron Jet, Chris Johnson, Joe Pasco, Herb Bohannon and Business Rep. Ricky C. Johnson Sr. Behind them is Clark's top seller, the Lincoln 1600 Windrow Elevator with its unique remixing auger that reblends asphalt materials just before they are delivered to the paver hopper, eliminating segregation and ensuring a uniform mix temperature.

SACRAMENTO — There is a machine shop in town that we have been servicing for more than 40 years, and I would like to tell you something about the company.

Clark's Automatic Welding and Machine Shop started business in the fall of 1947, manufacturing such heavy-duty equipment as the Sierra loader, the bottom-dump unloader, the radial stacker, the pug mill, the feeder hopper, the bunker bin, and the Ko-Cal Windrow Elevator. Some of this equipment is now in use, and some, like the Sierra loader and the Ko-Cal, may live only in the memory of some of Local 3's retirees.

During the 1950s, the company earned a reputation throughout the entire United States as a leader in equipment design. Its highly trained, skilled employees made the company the number one automatic welding, fabrication and repair shop in Northern California with the capability of completely rebuilding the running gears on all types of track-laying machinery.

Early on its founder Kurt Clark realized that his employ-

ees were his most valuable assets, and in 1957, Clark's was organized by Local 3. Clark's Operations Manager Carl Wagner, a 37-year Local 3 member said: "A safe work environment and content employees are chief concerns at Clark's. The ultimate results for our membership and their families are prosperity and job security, and the company gets employees who are dedicated to high performance on the job."

Lincoln Windrow Elevator

Clark's, located at 3030 Power Inn Road in Sacramento, has 12 employees. It currently manufactures and services the Lincoln Windrow Elevator, often called the pick-up machine, the most purchased windrow elevator by paving contractors in the United States.

Syl Haberman, co-owner of Clark's as of 1976, maintains the same business ethics its founder established, and the company is well known for its system of quality control. Says Haberman, "We intend to maintain a strong presence as a top-notch performer today and for many years to come."

Local 3 member and General Manager Bob Boyd says, "We would certainly like to thank all of the customers and fellow union members for supporting our product. We will continue to do our very best to assure you of a product that meets your highest expectations."

by Business Rep. Ricky C. Johnson Sr.

Roadway projects keep operators busy

In El Dorado County, Granite Construction out of Sparks Nevada picked up a \$5,416,000 job doing roadway surfacing throughout various locations in the county. Ron Hale Construction of Redding will also be involved on that project.

• RA Nemetz out of South Lake Tahoe, will soon start work on the South Fork American River Bridge. The start date is scheduled for August.

• Shasta Constructors of Redding has picked up a job east of Placerville. The project is a footbridge that crosses over Hwy. 50.

• Work in Placer County continues as strong as last year. Morrison-Knudsen Corp. was low bidder on the extension of Roseville Parkway, at \$13,781, and Hwy. 65 widening, with three bridges, at \$11,905. Work started in July, and these two projects will employ some 15 operators for about two years.

• Granite Construction is two weeks into its Stoneridge West project, which is a \$17 million job. Granite will install the streets and underground, and Benco Construction, who is a sub-contractor for Granite, will build a bridge. Granite Construction is about halfway done on the overlay from Roseville to New Castle, on the westbound I-80 lanes. Granite will then overlay the eastbound I-80 lanes.

• Teichert Construction is overlaying Hwy. 193 from Lincoln to Hwy. 80. Teichert has plenty of work in Placer County.

• In Nevada County, M.C.M. and Ladd & Associates Construction are doing a joint venture on the Hwy. 267 bypass project in Truckee. This project is worth \$32 million. M.C.M. will build the bridge just east of Truckee, and Ladd & Associates will do the dirt work for the on and off ramps, and widening of Hwy. 267.

• We expect work in Placer and Nevada counties to remain strong all year.

Those are a few of the projects that are happening at this time, but there are a lot of up-and-coming projects in the Tahoe and Georgetown areas.

by District Rep. Frank Herrera and Business Reps. Jay Bosley, Jim Horan, Ricky C. Johnson Sr., and Frank Rodriguez

FROM REDDING EBOW BEDDING

Record setting day for JF Shea Construction

REDDING — On July 2, one of JF Shea's paving crews put down a record-high total 8,173 tons of asphalt on the county overlay contract, setting a new asphalt tonnage record. The more than 8,000 tons of asphalt came from another one-day, record-high total of 12,300 tons produced by three plants.

Foreman Rob Hanson and Project Superintendent Kirk Johnson for JF Shea were the ones who aimed to break all of JF Shea's records for tonnage in one day. Rob said everything went very smoothly. The first truck hit the spread, and the paver never stopped or even slowed down for the first three hours.

Kirk Johnson had planned this big paving day for quite a while after looking at the contract and knowing the state would not let them pave on the Friday before the 4th of July holiday on any state routes. So they concentrated on everything to pertain to county overlays.

With coordination from Vice President and General Manager Ed Kernahan, Plants Superintendent Bob Jones and Johnson, three plants, Aggregate Products, Smith Road, and Fawndale Rock and Asphalt, put out the plant's record 12,300 tons. Johnson says he is targeting at least two more 7,000- and 8,000-ton paving days ahead.

Other district jobs

Tullis is still paving I-5, and it has started the Pine Grove Extension. The clearing was completed, and the company is now moving dirt with four Cat 631s and one D8. Art Fodge is on the sloping cut, and Ron Gutherie is on the blade.

Clemens Construction is finishing up the bridge on the Kiewit job on Hwy. 299 in Weaverville. It has quite a few other jobs scattered throughout the districts.

- Kiewit is finishing up paving one of two jobs on Hwy. 299 in Weaverville and Big Bar. The company just picked up two more big jobs. One is the Etna overlay for about \$6 million, and the other is Hwy. 44 at Bogart for \$14 million. There is some dirt work on the Bogart job.

- JF Shea is still running three paving crews, with lots of paving yet to go. It just picked up Hwy. 395 overlay and Happy Camp, a job that brought in over \$5 million.

- Ron Hale is going strong with grinding and lay back at Hwy. 89 and I-5. Hale is also a subcontractor to Tullis and Heller for the City of Redding grinding job.

- Myers Earth Work is doing road widening on Hwy. 89. Local 3 Grievance Committee member Wayne Morcom is working on that job.

by Business Rep. Wilbur Chase



1. From left: Foreman Rob Hansen, District Rep. Monty Montgomery, Dumpman Alan Ritter, Mechanic Alan Jones, Laborers Pat Baker and Damon Dennis, Paver Operator Danon Dennis and Screedman Taft Dahle.
2. From Left: District Rep. Monty Montgomery with JF Shea Construction Superintendent Kirk Johnson.
3. Roller Operator Joanne Jones
4. Apprentice Roller Operator Paul Tenney
5. Roller Operator Jack Kirch
6. Profilograph Technician John Thomas
7. Boom Truck Operator Todd Loe

DISTRICT PICNIC SCHEDULE

Sunday, September 12 - OAKLAND DISTRICT

Where: Marina Park (Seagull Area), San Leandro

When: 10 a.m. to 4 p.m. Food served at noon.

What: Tri-tip with BBQ beans, salad, rolls, hot dogs, drinks.

Horseshoes, volleyball and softball. Playground for kids.

How much: \$10 for adults, \$7.50 for retirees, \$5 for hot dogs.

For more information call (510) 748-7446.

Sunday, September 26 - FAIRFIELD DISTRICT

Where: Peña Adobe Park, Vacaville

When: 11 a.m. till done

What: Marinated tri-tip, hot dogs, drinks. Lots of raffle prizes.

How much: \$8 for adults, \$5 for retirees, free for kids who eat hot dogs.

For more information call (707) 429-5008.

Sunday, September 26 - STOCKTON DISTRICT

Where: Mickle Grove Park (Delta Area), off Eight Mile Road, between Stockton and Lodi

When: 11 a.m. to 4 p.m.

What: Steak BBQ, hot dogs for children, drinks, raffles and more.

How much: \$10 for adults, \$8 for retirees, children under 15 free.

For more information call (209) 943-2332.

(News from the Districts continued on back page.)

meetings AND announcements

DISTRICT MEETINGS

All meetings convene at 7 p.m.

SEPTEMBER 1999

- 2nd **District 10: Rohnert Park, CA**
Engineers Building
6225 State Farm Drive
Rohnert Park, CA 94928
- 9th **District 90: Santa Clara, CA***
VFW Hall
1313 Franklin Street
- 14th **District 17: Honolulu, HI**
Washington Intermediate
School Cafeteria
1633 So. King Street
- 15th **District 17: Maui, HI***
Waikapu Community Center
22 Waiko Place
Wailuku
- 16th **District 17: Kona, HI**
King Kamehameha
Kona Beach Hotel
75-5660 Palani Road
Kailua-Kona
- 23rd **District 20: San Leandro, CA**
Sheet Metal Training Center
1720 Marina Blvd.

OCTOBER 1999

- 14th **District 30: Stockton, CA**
Stockton Waterloo Gun &
Bocci Club
4343 N. Ashley Lane
- 19th **District 40: Eureka, CA**
Engineers Building
2806 Broadway
Eureka, CA 95501
- 20th **District 70: Redding, CA**
Engineers Building
20308 Engineers Lane
Redding, CA 96002
- 21st **District 60: Marysville, CA**
Friday Night Club Live
(Old Packard Library)
301-4th Street

NOVEMBER 1999

- 9th **District 04: Fairfield, CA**
Engineers Building
2540 N. Watney Way
Fairfield, CA 94533
- 11th **District 50: Fresno, CA**
Laborers Hall
5431 East Hedges
- 17th **District 15: Cheyenne, WY**
Laborers Union Hall
1820 Westland Road
- 18th **District 12: Ogden, UT**
Marriott Hotel
247-24th Street
- 18th **District 11: Reno, NV**
Engineers Building
1290 Corporate Boulevard
Reno, NV 89502
- 23rd **District 80: Sacramento, CA***
Engineers Building
4044 N. Freeway Blvd.,
Ste. 200
Sacramento, CA 95834
- 30th **District 01: Novato, CA**
Inn of Marin
250 Entrada

SEMI-ANNUAL MEETING

Recording-Corresponding
Secretary Robert L. Wise,
has announced that the next
Semi-Annual meeting of the
membership will be held on

**Sunday,
September 19, 1999
at 1 p.m.,
at the following address:**

**Radisson Hotel
500 Leisure Lane
Sacramento, CA**

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.

HONORARY MEMBERS

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

Edward Bettencourt**	0381948
Jack B. Blakeney	1163149
Al Delgadillo**	1025236
Robert W. Dennings	1079722
Charles Fish	0983095
Eugene Hall	0977794
Donald Hamilton	1054965
Jerry Hayes**	1142743
Clifford L. Haynes	0826946
Curtis A. Hobaugh	1124515
James L. Jenson*	1144813
Bill Kaundart	1098484
Melvin W. Kruschke*	1025265
James W. Lester	0953773
Jack D. Lewis	1070212
George Maeda	1168904
Jesse K. Makainai	1136595
Darrel McEuin	1155459
Kenneth Nishimura	1157933
Cliff O'Brien*	1148473
Ralph Palazuelos	1166554
Ronald Phillips	1157835
James Price	1067506
Gary Reese	1168897
Ernest L. Reeves	1142989
Don A. Rose*	1067426
Harold Rubke	0693800
Bill R. Stinnett	1168879
Saburo Sugai	0983076
Toshio Tetsutani	1171988
Milton Webb	1152798
Carlton Wubbena*	1128357

* Effective April 1, 1999

** Effective July 1, 1999

* Please note location/date change.

FREE WANT ADS FOR MEMBERS

FOR SALE: 1983 Chevrolet 1-ton Pickup, dual rear wheels, 4 door, crew cab, stepside (long bed) Silverado, A/C, power steering, cruise control, tilt wheel, premium wheels, extra fuel tank, towing pkg., 5th wheel hitch, 80k miles, \$5,500.00, (916) 939-1241, #1069111.

FOR SALE: 16' 5 Open Bow Sport Beretta, 4 cyl. Volvo Penta, I/O, AM/FM cassette, fish finder, spare tire, 99 boat trailer, tags, under 300 hours, great condition, \$4,100.00/offer, (408) 238-3804, #2244694.

FOR SALE: 1959 Chris Craft, wood, 40' W/6 levels, Bow: 2 bunk beds, head, Gallery: stove electric/alcohol, sink with cabinets below, eating area, Salon, good size area, up to fly bridge, instr. panel, marine radio & depth finder, bdrm: head w/ shower, closet, twin beds w/drawers, stern w/2 water tanks, 2 gas tanks, full Delta canvas, beautiful boat, \$22,500, (530) 759-9410, #1691152.

FOR SALE: 1984 Nu-Wa Hitchhiker 35' 5th wheel, (916) 939-1241, #1069111.

FOR SALE: Alegro Bay motorhome with slideout, backup camera, leveling jacks, queenside bed, 2 air conditioners and heaters, microwave, built in barbecue, outside shower, Ford 460, 22,000 miles, 2 years left on extended warranty, licensed until 2000, \$45,000.00, (209) 772-2207, #1178198.

FOR SALE: 1985 Chevy Camaro IROC-Z, exc. cond., new paint, all original black/gold, t-tops, all extras, \$11,000/offer, (650) 340-7812, after 6:00p.m. or leave message, #1870371.

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

FOR SALE: 1956 Chev Nomad under construction from frame up, chasis done, lots of new parts, back problem forces sale, (831) 757-5614, #1192168.

FOR SALE: Timeshare on the beach at Puerto Vallarta, MX, studio, sleeps four, high season, maid service, fully furnished, patio, many amenities, two weeks \$2,500.00 or one week \$1,500.00, more info call Ken (925) 447-3751, #0899570.

FOR SALE: Home, 3 bdrm, bonus room, 1.5 bth, nook, laundry, 2 car garage, 1458 sq. ft., hrdwd, covered patio w/lighting, kitchen vinyl/1996, weatherized, elec. ceil heat, FP, new well pump, sprinklers, landscaped, RV parking, schools, shopping, hiking trails close, taxes \$1,335.00, appraised \$128,000, photo & floor plan avail., Eugene, OR, ph/fax (541) 461-3183, e-mail: dalef@efn.org, #0791585.

FOR SALE: 1988 Alpha Sun 5th Wheel, awnings, AC, electric jacks, new couch & carpets in front room, full tub & shower, new hot water heater, lots of storage, queen bed, microwave, \$12,500.00, (707) 643-7246, #1098191.

FOR SALE: 1990 Kawasaki Concours, 35k miles, 1000cc, factory detachable, hard bags, Corbin seat, RKA 16 liter tank bag, exc. cond., minor cosmetic damage from tip over while warming, this is a very nice sport-touring motorcycle, \$4,000.00 firm, (209) 823-8684, #2159306.

FOR SALE: Time share at Carriage House in Las Vegas, NV, one block from the strip, gold time can be used anytime, \$6,000.00, owner will pay closing cost, (702) 456-0527 evenings, #0964973.

FOR SALE: Tool Box, side mount for pick-up, 12" x 66", heavy duty metal, \$50.00, (916) 967-8022, #0976074.

FOR SALE: 1976 Glass Fishing # Pleasure Boat Thompson made, 20' 4" cabin forward, sleeps 2, electric anchor wench, auto pilot, Raystar GPS, Silex radar, two axle easy load trailer, Apelco 465 # Eagle fishfinders, ect., 302 Mercruiser, # 15 hp Johnson, \$5,500.00, (707) 887-2590, #0625884.

FOR SALE: 1 bdr, 2 bth, Oak Shores, Lake Nacimiento, CA, boating, resort, gated security, boat docks and clubhouse, 1/2 hour to Paso Robles, 900 sq.ft, finished garage, \$125,000.00/offer, (805) 461-5941, #2162652.

FOR SALE: Well cared for home in the country, 3bdrm, 2 bth, double garage, satellite dish, RV hook-up, near hunting and fishing, a must see, \$93,000, (930) 679-2391, #0826930.

FOR SALE: 1993 Aljo 5th Wheel, 2 pop outs, exc. condition, \$16,500.00, (209) 883-9270, #1403326.

FOR SALE: 1988 Southwind Motorhome, basement model, 50,000 miles, 454 cu. in., roof AC, generator, "gear vendor" OD, 88 gal. water tank, awnings, island queen bed, microwave, CB, good tires, non-smokers, like new, always kept inside, \$19,000.00/offer, dickoop@aol.com, (559) 237-6267, #1115323.

FOR SALE: 1984 Motorhome, Itasca, 22 1/2 ft., class A, new refrigerator, new hot water heater, modern dash, air, roof air, 4,000 watt generator, CB, 454 Chev, 61,000 miles, good condition, ready to go, \$10,500.00/offer, (209) 847-6209, #0883782.

FOR SALE: Weed Badger SM1000, exc. cond. \$2,500.00, 3 pt. Hitch speed sprayer, \$400.00, D2 PTO, \$500.00, TD9 parts, rebuilt starter, 24-volt, 92 series Detroit, \$100.00, old garden sprayer \$40.00 each, 20 lb. sleg, \$15.00, 1960 Olds service manual, \$30.00, (530) 346-2918, #1271053.

FOR SALE: 1995 Jeep Cherokee, 4x4, 4.0 engine, auto trans, all extras included, tow package, new BFG tires, \$13,000.00/offer, (530) 795-3413, #1225929.

FOR SALE: 1990 Toyota 4x4 deluxe, 5 speed, manual trans., tow package front & rear, bed liner and tool box, \$7,500.00, 1996 Elkhorn Cabover Camper, 8', like new, fully loaded, \$8,200.00, bedliner for 1 ton dually, 5th wheel ready, (530) 675-2808, #1669903.

FOR SALE: 1991 Chevy Pick-up, 3/4 ton, extended cab, Silverado, all power accessories, to much to list, must see, clean, also 1994 Coachmen 5th Wheel trailer, 28 1/2 ft., like new, both for \$24,000.00, (209) 823-3964, #0773006.

FOR SALE: 1964 Thunderbird, lt. green exterior, white leather interior, exc. condition, new tires, (435) 637-3012, #0899362.

FOR SALE: Cemetery Plots, 2 plots, side by side, Garden of Devotion, Napa Valley Memorial Park, Napa CA, \$3,000.00/offer, (707) 224-7327, #899529.

FOR SALE: 1996 Fleetwood Avion, 5th Wheel, 37ft., AC, awnings, solar trickle charger, 2 slides, oak cabinets, rear kitchen, generator ready, sell at pay-off, \$47,000.00, (209) 385-0877, #1781312.

FOR SALE: 94' Case 580, Super K, 4x4, extend-hoe, 4 in. aux. plumbing, new rubber, 2 sets buckets, only 2900 hours, looks new & real tight, \$32,500/offer, (209) 847-2698, #2320398.

FOR SALE: RV Campground membership at Campers World Utah, sold RV no longer needed, has coast to coast and R P I, \$500.00, owner will pay transfer fees, (702) 456-0527 evenings, #0964973.

FOR SALE: 1992 Cimarron Wilderness 33 & 1/2' 5th wheel w/ 20' awning, 14' slide out living room and kitchen area, fully contained including washer & dryer, A/C, separate bedroom w/ queen bed, large shower, microwave, gas range, stereo, exc. condition, used 4 times, \$19,500.00, (925) 634-5530, #1208403.

FOR SALE: 1996 Elkhorn Camper, excellent condition, (530) 675-2808, #1669903.

FOR SALE: 1973 Sea Swirl, 18 ft., 4 cyl., mercury cruiser, like new, 368 hrs. with 1998 9.9 Yamaha 4 stroke trolling motor, C.B. radio, VHF radio, impulse depth finder, 1993 trailer spare, launching guides, stand up canvas over seats, all for only \$7,000.00, (916) 423-3357, #1051382.

FOR SALE: 1959 Mercedes Benz classic, 190B eng., standard shift, 4 door, new paint (maroon), reasonable gas mileage, good tires, \$10,000/offer, (808) 961-3531, #1264978.

FOR SALE: 1988 Teton homes 37' 5th wheel with slideout, washer/dryer, micro, awning, AC, very good condition, \$13,000.00/offer, trades possible car, truck, sport bike, dirt bike, (831) 663-4326, (408) 397-4062 pager, #2149346.

FOR SALE: 34' Superliner 5th wheel with exspando, self contained, \$3,000.00 firm, railroad steel for cattle guard 12' lengths, \$125.00, selection of manuals, price books and service manuals for heavy equipment and autos, call Tom (209) 984-5716, #1054919.

FOR SALE: 1981 Winnebago Brave Class A, 26', roof air, 3 pull out awnings, 454 Chevy engine, fully self contained, for sale or trade, \$11,000/offer, (775) 355-3292, #1883872.

FOR SALE: 1983 Plymouth Sapporo, original owner, 5 spd., new tires, recently rebuilt trans., sunroof, clean interior, power windows, \$1,350.00, (408) 307-6251, #0835689.

FOR SALE: 1987 35' Vogue Motorhome, 65,000 miles, CAT 300 HP diesel engine, Allison trans., diesel generator, crown bus chassis, full awnings, central air cond., solid walnut cabinets, earth tone colors, very clean, other extras, \$55,000.00, (925) 447-2267, #0786950.

FOR SALE: 1990 Toyota Deluxe 4X4, V6, 5 spd., MT, AC, PB, AM/FM cass player, tool box, bed liner, tow package: front and rear (RV tow ready), \$7,900.00, (530) 675-2808, #1669903.

FOR SALE: 1994 Hi Point Pro Motorcycle trailer fully equipped, 21 ft., \$4,500.00, (707) 446-1956, #1566808.

FOR SALE: Telescopic type camper needs some light work. Jacks included, \$400.00/offer, Robert or Tammy at (209) 845-8709 anytime before 9pm., #2342394.

FOR SALE: '78 Chevy Suburban, New motor, new brakes, \$4,000/offer, (510) 797-4457, #0876142.

FOR SALE: 40' MC-9 Motor home conversion by Classic Coach of Florida, complete updates 96/98, 8V-92TA Diesel, 5 spd. Allison, etc., too much to list, \$138,000.00, serious inquires only, Please write to: CLARKE, 3969 Wellington Sq. San Jose, CA 95136, #0750266.

FOR SALE: 1990 FXR LRCS, brand new motor, paint, fully custom, too much to list, \$30,000.00, (707) 446-1956, #1566808.

FOR SALE: In Victor, Montana, 3 bdrm, 1 bth house with added bdrm with full bath. Separate, new cottage 1 bdrm with full bath & kitchen, 4 stall horse barn, 5 car garage and R/V hook-up, currently producing 140 tons of hay on 40 acres, Fred Vaughn (406) 642-6335, #1036954.

FOR SALE: One week time share at Thunderbird Resort Club in Sparks, NV., can be used at many other resorts, Large 2 bdrm, 2 bth condo with fireplace and kitchen, \$8,000.00/offer, great investment for the future, (775) 945-5775, #2287427.

WANTED: Used ATV, ARGO Response or MAX IV, must be good cond. and reasonable price, Cliff (925) 447-3856, #1666247.

FOR SALE: 1 pull tank Herbside strip sprayer, p.t.o., 200 gallon stainless steel tank, \$1,500.00, (209) 634-5767, #1065265.

FOR SALE: 1987 Southwind Eagle Motorhome, 34', 454 engine, auto trans., 10,000k, 3 new batteries, microwave, 2 furnaces, 2 roof air cond., eng. air cond., CB radio, AM/FM radio, double bed in rear, overhead bed in front, table converts to bed, 6000 watt Onan with low hours, non smokers, good condition, \$24,800/offer, (530) 221-2532, #1181680.

FOR SALE: 1996 21' Terry Fifth Wheel, exc. cond., has everything, sleeps 4 to 5, \$12,000.00/offer, (559) 877-2820, #2329945.

FOR SALE: Roll-over protective structure designed to fit John Deere Crawlers, JD850, includes add on roll-over protection for motor, \$400.00, (707) 528-0585, #1615535.

FOR SALE: 20, 1/4 - 1/3 acre lots, Cherokee Village, Ark., located at the foot of the Ozarks, \$15,000 takes all or \$995.00 each, paved road, water, power in, taxes 100.00/yr., ammenity fees \$80.00/yr., includes club house, gym, lake, river fishing, boating, golf, etc., police and fire protection, Bob Slater (209) 984-5338, #0870906.

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

swap shop

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

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

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

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

Or e-mail to:
www.oe3.org

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



FROM FRESNO EBOW EBEZNO

Signatory contracts awarded in District 10

ROHNERT PARK — Here are some updates on some projects that were recently awarded to union signatory contract in District 10:

- Gordon N. Ball, Inc. — Drainage work and retaining wall on Hwy. 253 near Boonville, \$1,656,303; left turn lane widening on Mark West Road, City of Sonoma, \$511,920.
- W. Jaxson Baker Inc. — Roadway resurfacing on Hwy. 1 near Fort Bragg, 3,044,857.
- Clemens Construction Co. — Retaining wall construction on Hwy. 128, \$285,000.
- Mendocino Construction Services — Mendocino Pass Road, storm repairs, \$182,400.
- Argonaut Constructors — Widening and channelization on Hwy. 1 in Fort Bragg, \$3,307; storm drain project, City of Santa Rosa, \$259,000; construct bike lanes, Airport Blvd. in Sonoma County, \$114,000.
- Ashlin Pacific Construction Co. — Water system improvements in El Verano, \$307,000.

Santa Rosa City Council pays for share of pipeline

Finally, after many years of debates and studies, the Santa Rosa City Council agreed to pay its share of the \$132 million pipeline that will pump 9 to 11 million gallons of daily wastewater to the Geysers.

In agreeing to finance the route, the Santa Rosa City Council acted on a recommendation forwarded by the Board of Public Utilities. This pinpoints that 29 miles of the 41-mile project will follow from the city's sewage treatment plant on Llano Road to the Geysers steam field.

Since the Santa Rosa City Council chose the Geysers, the city has taken three studies at a cost of \$1.6 million to consider changes in the original route that would decrease political opposition and the possibility of law suits and, at the same time, increase the potential that farmers could tap into the pipeline for irrigation.

The Santa Rosa City Council set aside \$20 million to widen the pipeline between the Llano Road Treatment Plant and Alexander Valley from 30 to 48 inches. City officials expect construction on the pipeline to begin early next year with completion sometime in the summer of 2002.

More recent bid results and on-going projects

- Argonaut Constructors — \$2,355,862 for the Mirabel Heights Water Pollution Control Project and \$1,729,988 for the Old Redwood highway improvements. Argonaut continues to chisel away up in the Fountain Grove Rockpile.
- North Bay Construction — \$505,420 for the Graton

Road Shoulder widening and \$333,721 roadway widening near Forestville. North Bay is also working up in Fountain Grove and all around Santa Rosa and Petaluma.

- Gordon N. Ball — \$707,221 for repairing storm damage near Monte Rio at Duncan Road.
- Bauman Landscape — was working nights doing the overlay on Hwy. 101 at Petaluma Blvd. North.
- Parnum Paving, Inc. has been working days and nights paving Hwy. 20 near Upper Lake, and Hwy. 29 near Kelseyville in Lake County.
- Ghilotti Construction has also started working nights on its paving project from south of Middletown to Lower Lake.
- Benco Contracting (out of Elk Grove, Calif.) has started the retrofit project on Rohnert Park Expressway.

Caution, we work in a dangerous environment. Please remember to work safely.

- Argonaut Constructors — \$1,074,668, Dry Creek Road and Lytton Springs Road Undercrossings in Healdsburg.
- North Bay Construction — Templeman Road and Ross Station Road, \$333,721.
- North Bay Construction — \$2,356,963, Stony Point Road Stage 3B/Pepper Road, West Railroad Avenue, Santa Rosa.
- Ghilotti Construction Co. — Farmers Lane to Brush Creek Road, \$165,072.
- Mendocino Construction Services Inc. — \$199,995.00, asphalt concrete overlay project at Lighthouse Road, Mendocino County.
- Benco Contracting (out of Elk Grove, Calif.) — \$583,677, replacement of two Bridges/Approaches on Pine Avenue, Mendocino County.
- Maggiora & Ghilotti Inc. (out of San Rafael) — \$93,333, Sonoma Valley Pond R-3 Landslide Repair Project, Sonoma County.
- Dutra Construction — \$748,750, bank repair improvements at River Park Estates.
- Ghilotti Construction — \$976,120, Brown Farm Storage Pond Expansion, Santa Rosa.
- North Bay Construction — \$1,066,416, Kenilworth Athletic Field, Petaluma, Calif.

A few reminders:

- If you move, you must fill out a new voter registration form. The district offices have these forms readily available.
- Mark your calendar for the semi-annual meeting coming up on Sept. 19.

• Our next regular quarterly district meeting is on Sept. 2 at the Operating Engineers Building in Rohnert Park at 7 p.m. Retirees meetings are at 2 p.m. in the Rohnert Park Operating Engineers Building (upstairs) and at 10 a.m. at the Lakeport Yacht Club.

• The KZST Entertainment Guides are going to be available for pick up at the end of August. The price is \$20, the same as last year. If you pay for and reserve a book before they are delivered at the end of August, you will receive a "1999 Entertainment Guide" and your "2000 Entertainment Guide" at no extra cost to you. There are currently 150 editions available, including Hawaii, Europe and so on. You can call the district office at (707) 585-2487 for more information.

Although this is a somewhat good year overall, there do not seem to be as many overtime hours as last year. The bid sheets are coming in steadily. I urge each of you to stay involved with your union. There are many ways to become involved. You can attend a labor class at one of the local colleges or you can participate in phone banking, walking precincts, registering people to vote, posting yard signs, talking to your neighbors and family members, always emphasizing that each vote counts. The entire labor movement proved this to be so after the last election.

We successfully helped to elect pro-worker, pro-family majorities in California's Assembly and Senate, a pro-labor governor and a pro-labor U. S. senator. These successes confirm that by working together the strength of this union is realized. We can be a very powerful force, both at the polling booth and in our union. Our next election is just around the corner, and it is not too early to become involved. We now have a more positive, worker friendly environment in Sacramento for the first time in 16 years. Register to vote. And vote!

by District Rep. Gary Wagnon and Business Reps. Gregg G. Gunbeim and James P. Killeen, and Special Rep./Crane Division Russ Burns

