The present inflation is owing to several factors, including curative scientific and high-technology development that is indispensable, but also to excessive duplications of facilities and services, unnecessary tests and services and large medical profits in many cases, overpriced drugs, and costs of litigation that burden doctors with outlandish insurance costs. This last factor should be lightened by new law or constitutional change that puts reasonable boundaries on medical damage litigations. The government should institute a continuing price-review of all the other factors, within the medical facilities and services, with an eye to various sorts of punitive actions. These could include the withholding of federal aid from hospitals and programs that fail to take strong price-control steps.

Mind you, this is an approaching crisis. We spent $600 billion on health care last year compared to $75 billion in 1970. It cannot go on. Yet here we have President Bush saying he doesn't want to consider a national health-care program and outlining no specific plans for cost containment. "I think everybody should be healthy," he said recently. But the responsibility for the sick and poor does not lie primarily on Washington, rather, upon "all levels of government-state, local and federal-plus society, neighbor helping neighbor. There is this marvelous concept of charitable health care, which has been with our country ever since it was founded."

And incredibly, he urged that more people exercise as he does, in jogging, and thereby avoid the necessity for health care. "Any poor person can run every day, do push-ups, sit-ups, leg raises and chin-ups. That's preventive health care. Every minute you spend in physical activity is less time you spend in the doctor's office. Unless, of course, you happen to be cancer-ridden or crippled and cannot do push-ups. More encouragement from Dr. Bush: Already we "have the best medical system in the world." Of course we do not. We spend more, but of the world's industrialized nations we rank 17th in life expectancy and 20th in preventing infant mortality.

Dr. Bush had better wake up and plan some shock treatment for this system before its costs break us while the services are limited or denied to more and more of us.

**Semi-Annual Meeting**

Recording-Developing Secretary William M. Markus has announced that the next semi-annual meeting of the membership will be held on Saturday, Jan. 5, 1991 at 1 p.m. at the Seafarers International Union Auditorium, 350 Fremont Street in San Francisco.

**Former officer “Buck” Hope dies**

Business Manager Tom Stapleton and the officers of Local 3 extend heartfelt condolences to the family and friends of AJ "Buck" Hope, a former officer of the union who passed away on October 3. The Local 3 Executive Board approved the following resolution in honor of Brother Hope at its November meeting:

**WHEREAS, AJ “Buck” Hope, was born on January 21, 1907 in Madera, California and subsequently became a heavy equipment operator and joined IUOE Local 842 in 1936, and**

**WHEREAS, he was born on January 21, 1907 in Madera, California and subsequently became a heavy equipment operator and joined IUOE Local 842 in 1936, and**

**WHEREAS, he served honorably as a chief officer in the Seabees during World War II, and**

**WHEREAS, he passed away on October 3, 1990, therefore be it resolved by the Officers and Executive Board of the Operating Engineers Local 3, that* AJ “Buck” Hope be honored in memorial for his long and successful career in the labor movement and for his dedication to the membership of the union, and BE IT FURTHER RESOLVED that this resolution be presented to his wife, Francis Hope by a representative of the union to be appointed by the Executive Board, that he may continue to be held in remembrance by his family, friends and former work associates.**
Support growing for anti-scab bills

After being struck by 2,200 members of the Newspaper Guild on Oct. 25, the New York Daily News ran a full-page ad saying it had "immediate needs for individuals who want to own, operate and direct their own workforce selling newspapers." The ad said in large letters: "UNLIMITED INCOME." In a desperate attempt to keep the newspaper distributed, the Daily News recruited homeless people to work as street vendors.

"This is the lowest form of exploitation possible," Mary Bromham, the executive director of the Coalition for the Homeless, told the New York Times. Another shelter official added, "The New York Daily News has targeted the most vulnerable and the cheapest labor."

The Daily News strike, now in its seventh week, is the latest example of how employers are busting unions these days. The strategy works like this: a company forces a strike through unreasonable negotiations, and then once the workers take to the picket lines, they're simply replaced.

Within minutes after union members walked off the job at the Daily News, a silver bus with Pennsylvania plates and cardboard covering the windows rolled up to the gates with replacement workers. The Daily News' $24 million strike preparation program had begun.

Workers can't legally be fired for striking; however, under current U.S. labor laws the company can permanently replace the workers. In the early 1930s, the National Labor Relations Act and the Railway Labor Act specifically outlawed the discharge of workers who engage in a strike. In a 1983 Supreme Court ruling, NLRB v. Mackay Radio and Telegraph Co., established a "permanent strike replacement" doctrine, which has been used increasingly in the past decade to break unions and intimidate workers.

During the August labor dispute at Teichert Aggregates in Sacramento, Local 3 members saw for themselves how the permanent strike replacement doctrine works. When the Teamsters scalehouse weighers working at Teichert's rock, sand and gravel plant walked off the job in support of Local 3's strike, the company immediately threatened to permanently replace these striking workers. During the strike, Sacramento District Representative Wilbur Marshall and Local 3 members stood on the picket lines for several days realizing that something must be done to protect their right to strike.

In response to this disturbing trend, the AFL-CIO sponsored two anti-strikebreaker bills in Congress last February. H.R. 3936 in the House and S. 2112 in the Senate would prohibit employers from hiring permanent replacements workers during a labor dispute and would forbid employers from discriminating against striking workers who return to their jobs once the dispute is over.

For the past nine months, the bill has been winding its way through the long legislative process. The Senate Labor and Human Resources Committee and the House Education and Labor Committee held hearings in June on the two bills. More hearings were supposed to continue after Congress returned from its summer recess after Labor Day. However, a hearing on H.R. 3936 scheduled for Sept. 19 by the House Labor-Management Relations Subcommittee had to be cancelled because five of the six employers turned down invitations to testify.

Subcommittee chairman and sponsor of H.R. 3936 Bill Clay (D-Mo.) had invited the top executives of Eastern Airlines, Greyhound, Phelps Dodge Corp., the Chicago Tribune, Kraft/S.S. Pierce and International Paper Co., but only IP representatives agreed to appear.

"I really wanted to hear from employers who got rid of their workers when they went out on strike," Clay said. "We have heard very disturbing testimony about these employers. This was their chance to respond."

Executives from IP, which replaced strikers at three plants in 1987, told committee staff that the company would testify against the H.R. 3936. Earlier IP was among a handful of employers that spoke against S. 2112, which was introduced by Sen. Howard Metzenbaum (D-Ohio).

More than 18,000 union workers at Eastern—members of the Air Line Pilots, Transport Workers and Machinists—lost their jobs after the airlines hired scabs. Some 9,300 Amalgamated Transit Union members at Greyhound experienced the same fate. At the Chicago Tribune, 1,200 members of three newspaper unions were permanently replaced, as were 2,400 Steelworkers at Phelps Dodge Corp. and 250 Teamsters at Kraft/S.S. Pierce.

"Repeatedly, we have seen communities torn apart as replacements move in to take the jobs of the existing work force," Clay said. "Striking workers can do little but look on helplessly as bread is taken from the mouths of their families by scabs."

In another development concerning the two bills, the AFL-CIO has filed a formal complaint with the International Labor Organization, charging that the U.S. practice of allowing employers to permanently replace striking workers violates the organization's rules. A decision in favor of the AFL-CIO could be a diplomatic embarrassment to the Bush administration and could bolster the AFL-CIO's argument in Congress in favor of banning the use of permanent replacements.

The AFL-CIO argued that the fear of permanent replacement discourages workers from seeking trade union representation, which undermines freedom of association and collective bargaining, a violation of the ILO Convention 87 on freedom of association. Current U.S. law often thwarts the process of self-organization, denies workers the protection of a first collective bargaining agreement, provides an incentive for employers to destroy long and stable industrial relations, and results in loss of employment and representation for workers, the complaint said.

To restore the right of workers to keep their jobs when they go on strike, labor is working to build support for the two anti-strikebreaker measures through these procedures, public hearings and grassroote efforts.

In Alabama and Arkansas, the state AFL-CIO affiliated unions and religious, civil rights and community groups are mobilizing a grassroots network and letter-writing campaign in each congressional district, winning new co-sponsors for the measure. So far, H.R. 3936 has 186 co-sponsors and S. 2112 has 19 co-sponsors, including several Republicans. In Louisiana, resolutions have been adopted by the Bogalusa City Council and the Council of Washington, parish calling on Congress to enact the anti-scab bill.

While the bills may not come to a floor vote this year, Local 3 members are urged to contact their congressional representatives and ask them to co-sponsor one of the two bills.
Heavy rains in 1969 inundated downtown Fresno, prompting officials to develop a rural flood control system, which Operating Engineers have been working on for the past several years.

Damn those floods
Operators are building Fresno's flood control system in record time

By Steve Moler
Assistant Editor

After four years of drought, a flood is probably the last concern of most Fresno residents. But the U.S. Army Corps of Engineers and the Fresno Metropolitan Flood Control District know that someday the rains will return and the run-off will rush down from the foothills above, threatening the city and farmland below.

For the past two decades, these two agencies, in conjunction with several union contractors, have been busy constructing an extensive flood control system in preparation for the winter when nature starts making up for lost storms.

About every four years since the mid-1950s, heavy rains have caused the local streams to overflow and inundate farmland and urban development in the Fresno metropolitan area, causing millions of dollars in crop and property damage. In the late 1980s, the district responded to the problem by developing a flood control master plan, which called for the construction of a system of storm drains, canals, ditches, retention ponds, dams and reservoirs.

The district first developed an urban storm drainage system in the 1960s that consisted of constructing a network of underground pipelines, ponding basins and pumping plants to control run-off within the city. Operating to constructing a rural flood control system designed to shield the city from dangerous flood waters flowing down from the Sierra Nevada mountains. A system of dams, reservoirs and retention basin to be built on the outskirts of the city was planned.

Engineers did most of the heavy construction on these earlier projects. Beginning in the late 1980s, the district turned its attention to a project's initial phases involved constructing the Redbank Creek Detention Basin, a 170-acre water storage facility located just east of the Fresno city limits. Union contractor Ball,
Ball & Brosamer won the contract worth $9 million. Operators began moving the 2 million yards of dirt in October 1989 and finished the job in August, one year ahead of schedule.

Two months earlier, Operating Engineers working for Dutra Construction Company and two subcontractors began the next phase: the construction of Fancher Creek Dam and Reservoir. Located east of Clovis and Fresno near the Friant-Kern Canal, the dam will control the flows of Fancher and Redbank creeks, which in the past have flooded central and southeast Fresno. The earth dam will have a maximum height of 44.5 feet, extend 2.9 miles and hold up to 10,000 acre feet of water.

Fancher Dam was estimated to cost $15.7 million, but to the delight of district officials, Dutra's bid came in at $11 million. "I am particularly pleased that the project's pattern of lower than expected construction costs was repeated again on the Fancher contract," said District Engineer Jerry Lakeman. "The reduced flood flows along the creek will allow us to protect hundreds of homes, businesses and farms, and give us the ability to conserve the flood waters for use in our community," added District Engineer Alan Hofmann.

Dutra didn't waste any time in giving the corps of engineers and the district their money's worth. To move the project's 3 million yards of dirt more rapidly from the reservoir basin to the dam embankment, subcontractor Risso Brothers Earthmoving Company moved in a Holland 700 bottom cutter, two Holland 600 side cutters and two 120-yard hauler wagons, along with eight 660 scrapers, two 637s and a 633 paddlewheel. At the project's peak, Operators were moving about 30,000 yards of dirt a day.

At about the same time the dirt started flying, construction on the dam's toe drain began. Backhoe operators dug a trench to house a 24-inch diameter corrugated drain pipe. Nearby, construction on a cast-in-place concrete spillway was moving along smoothly. At press time, Operators have completed about 30 percent of the embankment.

The only unexpected problem encountered was some perched ground water that had to be pumped to a lower level. Despite a three- to four-week delay in some of the dirt moving, there was talk that Fancher Dam might be completed ahead of schedule, a replay of the Redbank project.

The rapid pace with which all of these flood control projects are being completed, according to District General Manager Doug Harrison, can be directly attributed to "the contributions of an Operating Engineers local which has staffed the vast majority of the construction jobs on these two contracts."

"The completion of each phase of the project moves the community closer to full protection from the historic flood risk produced by the foothill streams," Harrison added. "Not only will major floods like the two experienced in 1969 be controlled, but major reductions could be made in flood insurance obligations imposed on the community by the federal government."

The Big Dry Creek Dam and Reservoir project, which will raise the existing dam seven feet to double the reservoir's flood control capacity, will be bid in the summer of 1991. When Big Dry Creek and Fancher Dam are finished, Fresno will be able to cope much better with the heavy rains that will eventually come once the drought ends.

Left: A portion of Dutra's and Risso's crew at Fancher Dam in August. Later about 30 more Operators joined this crew.

Below: Backhoe Operator Don Spielman working near the spillway.

Surveyors Walter Carder and Greg Hodges.

Left: The dam's toe drain under construction last summer.

Inset: Backhoe Operator J. J. Steen working on the toe drain.

Right: The dam's spillway under construction in August.
Reducing highway fatalities

Operators work to make safer one of California's most dangerous highways

By Steve Moler
Assistant Editor

Local 3 Operators employed by Granite Construction are working on a realignment project on Hwy. 152 in Santa Clara County that's expected to save a lot of lives after the job is completed.

When motorists living in this area hear the words "Hwy. 152," images of mangled passenger cars smashed against the grills of big-rig trucks flash through their minds. Since 1970, more than 170 people have died and over 1,770 have been injured on this infamous stretch of highway extending from Gilroy past Casa de Fruta to the top of Pacheco Pass.

On several occasions, entire families have perished in spectacular head-on collisions with large trucks.

Because Hwy. 152 is the only major truck route leading into San Jose from I-5 via U.S. 101, the road has one of the highest truck-to-car ratios in the state. In 1984, an average of 11,300 vehicles a day drove over Pacheco Pass. Five years later the figure jumped to 20,000 vehicles a day, 13 percent of which were trucks.

On an average day, more than 2,000 big rigs drive over the pass and make their way down the steep, twisty grade to U.S. 101. This deadly combination of high truck volume, steep grades and tight curves coupled with two-way traffic has made Hwy. 152 one of the most dangerous and lethal highways in California.

To improve the highway's overall safety, Caltrans decided several years ago to upgrade Hwy. 152 from a two-lane conventional highway to a four-lane expressway from Bells Station to the junction of U.S. 101 at Gilroy.

Phase 1, from Bells Station to Killdeer Creek just a few miles east of Casa de Fruta, was completed by Granite in February.

Now Granite is working on Phase 2, a 7.3-mile realignment extending from Killdeer Creek to Hwy. 156. This $14.9 million project involves 900,000 yards of roadway excavation and eventually laying down 120,000 tons of asphalt. Benco Contracting and Engineering has been subcontracted to build 10 bridges and an interchange at Casa de Fruta.

During the summer, Granite had as many as 32 Operators working six 651 scrapers, two D9 and two D8 dozers, and an assortment of loaders, compactors and blades. Most of the work in the early stages involved carving out three road cuts totaling 650,000 yards.

Seismic studies done prior to the job indicated that large boulders laid beneath the top soil. So Granite brought in a D11 to do the heavy ripping. The geologic studies turned out to be accurate, for some 20,000 tons of rocks—some the size of washing machines—were extracted from the three cuts.

"The dirt moving has gone real well," said Project Manager Jim Radich. "We have a terrific crew out here. These guys are incredibly competent. The crew has definitely been a factor in getting the job done well."

Road excavation and road base preparations will continue through the winter. In February, Granite will set up an asphalt plant and begin producing the 120,000 tons of B-mix asphalt. By October 1991, Phase 2 should be completed, with cars and truck moving more safely down this treacherous section of highway.

The California Highway Patrol hopes that all the hard work Granite hands are putting into the upgrade of Hwy. 152 will, in the long run, save hundreds of lives.

"Operating Engineers are doing a tremendous job of getting us out of trouble," said Ron Chaffee of the CHP. "Already we're seeing a drop in fatalities since Granite completed the first phase."

The third phase, from Hwy. 156 to U.S. 101, is currently under environmental review and, if all goes as planned, could be completed as early as late 1994. Maybe then Hwy. 152's legacy of being one of the state's most dangerous highways will end.
Rocks are stored adjacent to the highway right-of-way before being hauled to other projects for use as rip rock and rock slope protection.

Top: The largest of the road cuts requires 300,000 yards of excavation.
Left: Layout man Fil Munoz.
Below: 20,000 tons of rocks are removed and stored during excavation of the three major road cuts.
YOUR CREDIT UNION

New vacation pay policy implemented

By Bill Markus, Treasurer

There will be a change in deposits of vacation pay to credit union accounts in 1991. For the past several years, vacation pay was transferred from the trust fund to the credit union on a 40-day cycle. In January, this transfer will revert back to a 70-day cycle. On Jan. 10, no deposits of vacation pay to credit union accounts will be made to allow for this transition. The new schedule allows for November hours to be deposited in February, December hours to be deposited in March, January hours to be deposited in April, and so on. If you use your vacation pay to make your credit union loan payments, but because of the lack of deposit in January you will not be able to meet your obligation, please contact our special accounts department for assistance. You may be eligible for an extension agreement, which allows you to skip a payment for month.

Gift ideas

Looking for the right gift? How about an American Express Gift Check? Gift checks may be used not only for the holidays but for any special occasion when a gift is needed. The American Express Gift Check comes in denominations of $25 and $50. An advantage of giving a gift check instead of a store gift certificate is the receiver can spend the gift check anywhere. They are not limited to a specific store. The American Express Gift Check is so convenient: it comes already wrapped in its own gold envelope with a gift card for writing a personalized message. Unlike cash or a regular check, the gift check is refundable if lost or stolen. Come by any of our credit union offices to purchase your gift checks.

SAFETY

By Jack Short, Safety Director

Anyone can practice Job Safety Analysis

Several safety manuals insist there is no such thing as an accident; there are only failures by people to control their situation. Machinery, equipment, vehicles, tools, timbers, structures are only inanimate objects and by themselves cannot cause an "incident." An "incident" occurs when the people who operate or maintain the equipment fail to do so properly. If the unplanned release of energy or hazardous material, which is an "accident," causes injury or property damage, this "incident" can be traced back to some individual or group of individuals who have failed to recognize the potential for this "incident" to happen.

Textbooks are full of definitions of "incidents," and they do bring home the point. Proper planning and anticipating under what circumstances an "incident" can occur goes a long way toward avoiding that accident. Job Safety Analysis is based on the concept that any job can be broken down into a series of relatively simple steps that any hazards associated with each step can be identified and that solutions can be found to control each hazard.

A detailed analysis of an accident will normally reveal three levels of causes for that accident: basic, indirect and direct. At the basic level, Job Safety Analysis will reveal that accidents may be remedied by establishing meaningful safety policies, creating safety awareness and dealing with the personal and environmental factors that lead to accidents.

Indirect causes also may be identified and eliminated through Job Safety Analysis. Unsafe acts and conditions can be discovered and safe procedures developed before an accident occurs. Safety training and education programs, improvement in the work environment, and safe design and maintenance of equipment and facilities may be all it takes to prevent an accident.

At the direct-causes level, Job Safety Analysis addresses protection of people should an unplanned release of energy or hazardous material occur. Where possible, the quantities of available energy or hazardous material must be reduced. If the quantities cannot be reduced, the site should be reinforced and each worker protected with appropriate equipment and guards. This is also the level at which emergency procedures would be developed.

Making practical application of Job Safety Analysis is fairly simple:

1. Select the job to be analyzed.
2. Break the job into its basic steps.
3. Identify the hazards associated with each step.
4. Control each hazard.

The worker on the job should be kept actively involved throughout the entire process of Job Safety Analysis. The job breakdown, the hazards, and the solutions should all be discussed with the employee. The more the employee is involved, the more successful the Job Safety Analysis will be, and all can participate in safe production.

Reprinted from the September 1990 issue of the Southwest Contractor

Farewell to beloved Business Rep. Bob Merriot

FRESNO – The facts alone cannot tell the story of Bob Merriot, a special and beloved man who died last month of pneumonia.

Prior to becoming a business agent, he was a scraper and dozer operator. All you dirt movers probably remembered him well. He maintained a lovable teddy-bear smile and had a happy-go-lucky attitude, always having nice words to say about everyone. While working as a business agent in the Fresno district, the staff appreciated him daily for his patience and good humor. He never made waves.

Bob kept abreast of community affairs and world events, as well as the intricate activities of union business. He especially enjoyed the friendships he had with Local 3 members and staff. He made time for the important aspects in life and showed deep concern for his fellow man.

Bob leaves behind his loving wife Patsy, sons Shane, Dane and Bobby Jr., daughter Amber, his retired operator father Riley, three brothers and three sisters.

Bob will be remembered with warm hearts by a multitude of friends inside Local 3 and within the community in which he lived. Being able to leave behind a wealth of fondness has to be a top priority in any person’s life, and Bob accomplished this.


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Dist. 50 Business Rep.: 1970-1986
Retired: 1986

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Bob will be remembered with warm hearts by a multitude of friends inside Local 3 and within the community in which he lived. Being able to leave behind a wealth of fondness has to be a top priority in any person’s life, and Bob accomplished this. Goodbye—for awhile, Bob. Patrick O’Connell, District Rep.

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New hands-on schedule instituted

At last month's meeting of the Northern California Surveyors Joint Apprenticeship Committee, the members instituted a series of hands-on classes to be scheduled once a month for a six-month period beginning Dec. 8 and ending May 11. These classes will be in lieu of the regular weekly evening class for that week.

This is a mandatory class. A special sub-JAC committee will be established to handle attendance problems if necessary. Class dates are as follows: Dec. 8, Jan. 12, Feb. 9, March 9, April 13 and May 11.

All classes will meet at their regular classroom sites with the exception of Pleasant Hill, which will meet at the Oakland classroom site. Correspondence students have been assigned to a class closest to their homes.

Some subjects to be covered include: basic skills, basic field operations, equipment and leveling, instruments and measurement, topographic surveys and hands-on review. All classes will include topics on safety.

The NCSJAC feels there is a definite need for everyone to attend these courses, including the journey-level apprentices and journey upgrades who can assist the newer apprentices through the tougher parts of the hands-on courses. The NCSJAC wishes to thank all instructors for their help, input and desire to put such a program into effect.

Several employers have helped the program by furnishing equipment for use in these courses. They are: Creegan & D'Angelo, KCA Engineers, Herbert G. Pasarino and Meridian Technical Services. Without their support this program would not be possible.

We encourage you to put your age employers to do the same.

We had an election last month, and the outcome may give us some interesting changes to apprenticeship in California. The apprenticeship community needs the help of the new administration to maintain a high standard of apprentices and for the apprentices to earn a fair wage.

The NCSJAC staff wishes you a Merry Christmas and a prosperous New Year!

(Continued on page 17)
Sometimes the old way is still the best way

By James Earp, Managing Editor

SOMETIMES - EVEN IN THESE DAYS OF "HIGH TECH" SOLUTIONS - there just ain't any better way to do it than the old way. B.K. Cooper of Cooper Crane and Rigging will be the first to tell you that when it comes to doing excavation work on soft ground, nothing can touch the venerable old dragline for getting the job done.

His company, which specializes in dragline work, has just put the finishing touches on a wetlands "mitigation" contract as part of a multi-million dollar shopping center project in Novato, CA.

The shopping center is located on a large marshy area just north of the Highway 101/37 interchange. One of the stipulations to building the mall was for the owner to create new wetlands habitat to replace that being taken by construction of the project. That's where Cooper Crane and Rigging comes in.

B.K. Cooper started up his company about 17 years ago with a single dragline digging manure pits for dairymen and cleaning out irrigation ditches for hay farmers. But as environmental issues became more prominent, that kind of work was curtailed as more and more restrictions were placed on the farmers.

"But all of a sudden it turned where a lot of marsh restoration is taking place for the cities and counties," Cooper told Engineers News. "We just blended right into this marsh restoration work and the habitat is really starting to come back."

Cooper started working on the shopping mall project in July. Using three draglines and some of the best dragline operators in the business, Cooper excavated new channels and built up some islands with the material. When the project was completed last month, over 500 acres of new wetlands habitat was ready to become a new home for marine wildlife.

Cooper insists that, even with all the improvements that have been made in earthmoving equipment, he would not have been able to get the job done without his dragline operators.

Running dragline is becoming a "lost art," Cooper says. "At the turn of the century drag cranes did almost everything. Now with the advent of excavators and concrete pumpers, draglines have lost a lot of their work, but there will always be a need for draglines. It is a machine that can work in soft ground and ground that nothing else can get out into. It's a far-reach piece of excavating equipment."

"I learned from an oldtimer that was about 65 years old when he taught me what he knew," Cooper says. "Three of our operators are at retirement age or past. "I think between them they have about 150 years in Local 3."

The three operators Cooper had working on the Novato project were 40-year member Charlie Page, 42-year member Hubert Mynatt and 13-year member Brian Olynik. He has high praise for their skills.

"Charlie is the most confident and experienced Northwest crane builder on the west coast," Cooper says. "People from all over call and ask his opinion. And he really understands the machines because he's taken them apart so much. It's like a guy that rebuilds a car all the time. He really knows all the insides."

"Charlie is a great hand. I've got cranes stuck and had breakdowns and I've called old Charlie at night and he's got me out of trouble."

Page was born in the Bay Area. "My father belonged to the '45ers' hoisting and portable local," Page says. "I run shovel and dragline ever since I started working. Never did run anything else."

What's the most important thing to do on the job?

“If you're going to carve a turkey, you have a knife in your hands and you're making nice slices. With a dragline, you're carving that same turkey except your knife is suspended by two cables.”
What does it take to run a dragline?

"A dragline is a crane but it isn't," says Mark Plunk, a Cooper employee and 12-year Local 3 member. "To me it's almost a miracle machine - what it does and what it can do if you have the ability to master it. It's the fastest moving crane I've ever run. A lot of crane's you have time to light a cigarette, wait for your load to move, but these things are constant. It's just a constant motion. You're always doing something and I enjoy it. I've run a lot of different cranes, Derrick cranes, clam shells on barges, on shore. But with these here, your day goes by quick. You're constantly moving."

"You have two drums on a dragline," Cooper adds. "You have a drum that runs the cable lifting, you have a drum that pulls the bucket in and between those two the operator's setting the bucket down. You have one hand and one leg per each one and it's like playing the drums. You're doing this all the time. You very rarely see an over-weight dragline operator. They're just working too hard."

Cooper compares running a dragline to cutting a turkey. "If you're going to carve a turkey, you have a knife in your hands and you're making rice slices. With a dragline, you're carving that same turkey except your knife is suspended by two cables."

Of all the equipment I've ever run, dragline is the most fun," Cooper says. "It's the most challenging. You're constantly casting out to a certain spot, then you have to set the bucket right and reel it in, and make a nice slope as you do it. Each cast is a challenge. Just when you think you got it right, you cast out and you're bucket falls over and it takes you a while to get it back in shape."

Next we come to Brian Olynik, the youngest member of the crew. "Brian is the first dragline hand that we've ever taught," Cooper says. "He's homegrown. What he's doing right now is probably one of the most difficult tasks. He's re-grading an existing slope. This slope is approximately 2:1 and the job calls for 4:1. He's go to flatten the slope. It's a real difficult task just to shave a little off."

Olynik climbs down from his rig to take a short break. "I've been working about 13 years," he says. "I started out in the shipyards, then I started doing dirtwork. I knew Cooper when he was starting up his business so when he got another machine I came to work for him."

Learning dragline "wasn't too bad," Olynik says. "It's just getting your grades and slopes and all. You can get up and run the machines if you know about cranes and stuff. As far as making the bucket do what you want it to do, that's something else. But I hold my own."

Finally we come to Hubert Mynatt, the last but certainly not the least member of the dragline crew.

"Hubert has the most finesse of all the dragline operators," Cooper says. "He cuts slope and works in areas that are really treacherous and dangerous. On soft areas, he can dig out an amount of material and load it out very carefully. He really has a touch."

"I joined Operating Engineers in 1948," Mynatt says. "I've been doing this since I was 16 - crane and dragline operator. Most of the time I spent on the crane. The reason I got back into dragline work here is that you die of old age in the hole before you get out."

"I believe I can truthfully say this, that I'm the best in the business as a crane operator 'cause I probably set more steel and more concrete than anyone else in the business," he adds. "I like dragline work, because I'm in control and if things go wrong it's my fault."

What advice would he give to a younger Local 3 member?

"One thing young people ought to think about is that the longer you do dragline work, the better that bucket will act for you. First time I ever tried it the bucket about got in the cab with me. Also, learn everything you can. Don't specialize in one particular thing. You have to be able to do it all."

If I were starting out today, I'd still learn the dragline. If you're good at it, you don't sit in the hall."
‘Thank God I was able to join a union’

MARYSVILLE—Sitting at my desk trying to write an article for Engineers News seemed to be more difficult this month than usual. A feeling of depression kept creeping into my thoughts. I was trying to compile a list of facts to report on, but only negative thoughts came to my mind; issues like what challenges face unions now that the 1990 general election is over.

Wadding another piece of paper and tossing it at the waste basket, I glanced at the calendar and noticed there were only three more days until Thanksgiving. I thought to myself, what do we have to be thankful for?

As I sat there a few minutes working on that thought, I suddenly began to get excited and to write down reasons for thanks giving.

I thank God that as a young man I was able to join a union and to have the respect and dignity that goes with membership in such a great movement. My family and I have always been thankful that I earned fair wages, health and welfare and a pension.

But as I sat there thinking about it, I realized that these basic needs are only a small part of the things organized labor has done for us. Unemployment insurance, workers compensation and health and safety laws are all things our unions are fighting for, and as I am certain this historic struggle will continue, I am very thankful to be a small part of it.

I would like to wish all of you a Happy Holiday season and personally recommend taking a moment of your own time for thanks giving.

Dave Coburn
Business Rep.

Local 3 members deliver bikes to needy children

MARYSVILLE—Santa Claus has inducted Local 3 employees and members to help deliver bicycles to underprivileged youngsters this Christmas Eve. The bikes were donated to us by the Yuba-Sutter Bicycle Club, which has used our hall for the past year or so to hold its monthly meetings.

Local 3 got involved with the bicycle club as part of the Community Help Campaign started by our Volunteer Organizing Committee. Club members represent people from a wide coalition of our community. They repair and restore used bikes to almost new condition from donated parts and then give them to those who can’t afford to buy a bike.

The Big Brothers and Big Sisters programs have also assisted by helping to locate youngsters that would face an otherwise bleak Christmas because Santa and his helpers don’t know where they live.

The Yuba-Sutter Bicycle Club donated these bikes to Local 3 for distribution to needy children.

Anyone who would like to help make a brighter Christmas for these children can contact the Marysville office. Being able to help and to give to others are by far the most rewarding experiences one can have at any time, especially at this time of year.

From all of the Marysville office staff, we wish you all a very Merry Christmas and a happy New Year.

Darell Steele, District Rep.

Scholarship Contest Rules Announced for 1991

General rules & instructions for Local 3 College Scholarship Awards 1990-1991 school year

Two college scholarships of $1,000 each will be awarded, one for study at any accredited college or university, one award to a daughter and one to a son of members of Operating Engineers Local 3.

Two college scholarships of $500 each will be awarded 1st runners-up for study at any accredited college or university, one awarded to a daughter and one to a son of members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

Who may apply:

Sons and daughters of members of Local 3 may apply for the scholarships. The parent of the applicant must be a member of Local 3 for at least one (1) year immediately preceding the date of the application.

Sons and daughters of deceased members of Local 3 are eligible to apply for the scholarships. The parent of the applicant must have been a member of Local 3 for a least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of either: (1) the fall semester (beginning in 1990), or (2) the spring semester (beginning in 1991), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a “B” average in their high school work.

Applications will be accepted between January 1, 1991 and March 1, 1991.

Awards:

Upon receipt of the application and required forms, Local 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and the checks will be deposited in each winning student’s name at the college or university he/she plans to attend.

Instructions:

All of the following items must be received by March 1, 1991.

1. The application—to be filled out and returned by the applicant.

2. Report on applicant and transcript—to be filled out by the high school principal or person he designates and returned directly to Local 3 by the officer completing it.

3. Letters of recommendation—every applicant should submit one, two or three letters of recommendation giving information about his/her character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. These may be submitted with the applications, or sent directly by the writer to Local 3.

4. Photographs—A recent photograph, preferably 2 inches by 3 inches with the applicant’s name written on the back. (Photo should be clear enough to reproduce in the Engineers News.) It is the responsibility of the applicant to see to it that all the above items are received on time and that they are sent to:

William M. Markus
Recording- Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, CA 94103
NEWS FROM THE DISTRICTS

Some jobs linger into winter season

SACRAMENTO - With winter just around the corner, work in the Sacramento area is slowing down.

Granite Construction has completed most of its work in the Harding-Stanford Ranch area in Roseville. Granite, Sage, Lund and R.C. Collet are all picking up small contracts at the NEC computer plant in Roseville. Teichert is doing some subdivision and underground work on Foothills Blvd. in Roseville. Syblon-Reid is relocating Vernal Pools in the same area.

Kiewit Pacific is nearly three-fourths of the way through its elaborate subdivision project off Baseline Road in Roseville. Granite is the apparent low bidder on the $36 million shopping center going in between Hwy. 65 and Harding Blvd. McColley-Greenhalg, Lund and Teichert are still working on subdivisions in the Stanford Ranch area.

Granite Construction has been awarded nearly $10 million of work for streets and underground at McClellan Field. The work will be spread over the next three years.

R.C. Collet is preparing to put its gravel plant back into operation in the spring. This is keeping about 12 operators busy an every day, weather permitting, of course. Collet has renewed a permit for its hot plant.

Industrial Asphalt's state-of-the-art hot plant in Roseville is about to go on line. The crew is working diligently to take all the kinks out of the new plant. R.J. Miles of Colfax and Joe Chevreux of Meadow Vista still have full crews working.

The weather at Squaw Valley will soon put most of the equipment operators at the Olympic Village resort out of work until spring. Helms Construction, Pankow and Perata Excavation have worked at the village for the last two years.

We hope money from Props. 111 and 108 will start to show up this spring, and that we will have adequate rain to continue our subdivision work. The only positive effect from the drought is the movement towards constructing the Auburn Dam.

The staff in the Sacramento office would like to wish you and your family a Merry Christmas and a Happy New Year.


Big pipeline project begins

SALT LAKE CITY - The Kern River natural gas pipeline project, which the Kern River Gas Transmission Company initiated in early December, is the project we've been waiting for. This job has been planned for some time and talked about even longer.

The 904-mile pipeline will extend from Opal, Wyo. to Daggett, Calif., providing natural gas primarily to generate steam for enhanced petroleum recovery in the Kern County, Calif. oil fields. Those fields contain an estimated 3.2 billion barrels of recoverable oil, which must be heated to be extracted. The pipeline is expected to be in service by January 1992.

The start-up date for Spread 6, an 81-mile section from Washington County, Utah to just north of Las Vegas, Nev., is scheduled for the last week in December. Spread 7, also an 81-mile section, will run from Washington County north into Beaver County and should get underway in late January. The rest of the spreads will start up next spring. All told, we have over 400 miles of pipe to lay in Utah.

This job will keep our hands working this winter and all of 1991. If you are inexperienced as a pipeline hand and are interested in, contact the Utah dispatch offices. We may be putting together a training program just for pipeline work.

We'll be seeing you on the spread.

Virgil Blair, Business Rep.

Slowdown' describes work picture

SANTA ROSA - Here in Lake and Mendocino counties we have received a very little rain. This time of year we normally have 6 inches, but this winter every inch has fallen to date. This is the fifth consecutive dry year. Can it be that we've managed to change California's climate?

Our work picture can be described by one word: slowdown. Our out-of-work list grows daily. Most crews are buttoning up late fall projects and are reluctantly looking for new ones. A street gut-section can easily turn into a small lake this time of year.

We have some good news for spring, however. Mendocino County is looking at the $42 million Cloverdale Bypass and a $12 million section of a four-lane expressway near Squaw Rock on Hwy. 101. This latter project, to be bid in June 1991, will involve moving about half a million yards of dirt. In addition, a $3.5 million road job in Willits was awarded to Ghilotti Brothers, and a $2 million Hwy. 101 project near Laytonville was awarded to Parnum Paving.

Lake County will be soliciting bids on several large construction jobs. Lakeport has plans for a $10 million sewer upgrade, and Hidden Valley is considering a $12 million sewer and water system.

(Continued on page 15)
New rail line part of North Coast vision

EUREKA - In order to break the North Coast's shipping isolation and dependence on slow, twisting highways, a group of economic development visionaries are proposing a $250 million Eureka-to-Red Bluff mountain top rail line that would link up with a large container ship port.

The main line would follow the South Fork mountain ridge, which is the longest unbroken ridge in North America, according to the Humboldt Bay Alliance for Economic Development. The plan actually dates back to at least 1914, when the ridge route was surveyed with a similar idea in mind. But the need is greater now than in 1914.

The North Coast can no longer afford to depend on the timber and fishing industries. Therefore, Eureka must exploit one of its untapped resources: its proximity to the Pacific Rim. We're two days closer by ship to the Orient than any other port on the West Coast. But to develop a port we'll need fast, reliable transportation to move the cargo to inland California, the East Coast and Europe. That's why the rail line is so important.

A container port would be a clean operations, and final phase of the Redwood Empire has slowed to a snail's pace with winter starting to set in. On the third and final phase of the Redwood Bypass, Kiewit Pacific and Tutor Saliba are working under time restrictions. They cannot start work on the project until May 15, 1991, and they have to be off the project no later than Oct. 15, 1991, regardless of what the weather is like.

Local 3 sponsors this Humboldt Youth Soccer team.

Next year's work outlook uncertain

SANTA ROSA - I would like to apologize for not writing an article in last month's issue. I was busy working on the election and handling some problems our members had in the field.

I would like to thank those volunteers who helped me get our message out to the public before the election. These volunteers put in a lot of extra hours working on phone banks and helping with place cards and leaflets.

A lot of people have asked me what the work picture looks like for next year. There are too many variables to give a concrete answer. The publicly funded jobs will be there next year, but bidding will be very competitive because of contractors' need for work.

The defeat of Measure B told us that people who don't want any more growth will possibly affect the private market with the enactment of building moratoriums.

Some superintendents from our union contractors feel there will be more work next year, but we'll have to travel to get to it. They also feel the money is out there, but it's a wait-and-see attitude due to the problems with the Persian Gulf, the saving and loan industry, Sonoma County sewers and the drought. The work picture right now is slowing down. As the contractors finish their jobs without new ones to start, we get more members on the out-of-work list.

Ghilotti Brothers is still working on the Skyfarm subdivision in Fountain Grove and is finishing up the Bicentennial Extension. Ghilotti is planning to start a project on Hwy. 12 at Fulton Rd., possibly by the first of the year.

Don Dowd Company is still working on Annadel Heights in Santa Rosa. It has the streets in and is working on the house pads. The North McDowell Blvd. project in Petaluma is proceeding slowly. If only PG & E and every one else would get out of the way, the job could get finished. Dewayne White is starting a $200,000 project on Rockpile Road. Hermensmeyer Paving has several projects it will be working on before the rains start, including the 7th Street garage, Kaiser Hospital, the medical building in Santa Rosa, and the "R" section of Rohnert Park.

I plan to start a grade-checking class at the hall at the end of January or the beginning of February. If you are interested, get your name on the list at the office.

I would like to close by extending a holiday wish from the Santa Rosa district office to all of you for a happy holiday and a prosperous New Year.

William Burns, District Rep.

George Steffensen, Business Rep.
A daughter’s Cinderella season

ELKO – Five-year-old Venessa Ainsworth, daughter of Local 3 member James Ainsworth, has been competing in the Cinderella Scholarship Program in Elko and throughout Nevada. With support from Local 3 and other local businesses, Venessa advanced to the Nevada State Cinderella Title in Las Vegas. The pageant consisted of five fun-filled days of parties and competition for over 350 girls ages 3 to 17. At stake was the chance to carry the title and win a $1,500 scholarship, as well as prizes and the opportunity to tour Nevada. The overall winners also won trips to Orlando, Fla., where they will compete internationally for over $60,000 in prizes and scholarships.

Venessa did great in Las Vegas and became Nevada’s Cinderella Tot. She will travel during the year to perform and be recognized as royalty for Nevada.

As Venessa’s parents, we are very proud of her and owe a lot to Local 3 for its support of Venessa and the Cinderella Program. This has been a great learning and growing experience for Venessa. She thanks the union.

Kimberly and James Ainsworth

‘Slowdown’ describes work picture in Santa Rosa

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Temple improvement for 1991 or thereafter.

Also, I’ve heard of a large 600-unit subdivision near Lower Lake that will include a golf course and a small lake. There are rumors of an additional 400-unit housing project near Clearlake Oaks. Valley engineers have picked up a half-million dollar water re-injection system at the Geryser that should start soon.

Oct. 26 was “good-bye day” for Manuel Spessard, a long-time superintendent for Ghilotti Brothers. “Peaches,” as Manuel is called, was honored with a huge, 90-guest retirement dinner at the Broiler Steak House just north of Ukiah. Many of his friends gave farewell speeches. Among the guests were retired District Rep. Chuck Smith, Project Manager Hal Stober, Dave McCracken, head of heavy equipment for Ghilotti Brothers and, of course, Mario Ghilotti.

Peaches, a 37-year Local 3 member, was presented with a gift certificate for a new saddle. Last year his crew gave him a gold Local 3 anniversary belt buckle as an early retirement gift.

Manual plans to use his well-deserved leisure time to build some new corrals and horse stalls, and to get even more involved in church work. Manuel’s wife, Hazel, is a talented and widely known gospel singer.

Both of the Spessards work very hard to feed about 300 needy people each month.

We all wish you the very best retirement ever, Manuel!

It was summer in Northern California more years ago than I would like to admit. I was working for a small contractor that was doing the excavating for a power house. As I reflect on this experience, I'm still amazed at the outcome.

Four Operating Engineers were on the job; a crane operator, a mechanic, a loader operator and I. The rest of the crew consisted of ironworkers, laborers and cement masons. I had become acquainted with the loader operator because both of us were working away from home and didn’t really like it very much. Bill was a pretty good operator, a guy who was quick with a joke and loved country and western music. Willie Nelson, pepperoni pizza and draft beer helped him ease the pain of being away from home.

One Tuesday morning, Bill and I were driving to work from a trailer park where we were staying. I could tell Bill had been up pretty late the night before—Willie, pepperoni pizza and draft beer helped him ease the pain of being away from home.

About 45 minutes later, we pulled onto the job site. Bill’s condition had not changed much, except that his snoring sounded like some cultural noise from the movie “The Exorcist.”

I always started my shift an hour or so early to get everything serviced and ready for the day. I figured another hour of sleep wouldn’t hurt Bill. It was about 10 a.m. before I saw Bill again, perched on his 966 loader, his face terea green and his eyes resembling his beloved pepperoni pizza.

He was back filling between the power house walls and the sides of the excavation he had helped prepare some six weeks earlier. On about the third pass he jumped from his loader and ran for a nearby tree, unloading some of his half-digested pepperoni pizza.

Lunch time arrived, and as usual, Bill and I gathered with several laborers and ironworkers. Over the weeks on the job, Bill and I had often smelled a pungent smoky odor that made us suspect these guys were smoking dope on the job. Our suspicions were confirmed moments later.

A laborer Bill had come to like walked over to where we were sitting, noticing Bill’s pale face. Thinking it would give him a quick lift, “If you haven’t noticed,” Bill quipped, “I’m back filling right over your head.” As we closed up our lunch boxes and headed back to work, Bill shook his head and said, “Do you believe that jerk? He’s just a damn hippie anyway.”

Later that hot afternoon, I saw Bill coming with a load of back-fill material. He was sweating like crazy and his eyes seemed at half mast as he approached the excavation. Easing to the edge, he began dumping the material to the laborers below.

There were five laborers between the power house wall and the sides of the excavation directly below Bill. One of them motioned for Bill to back up. I saw Bill’s hand move toward the transmission lever, but before he touched it, he accidentally released the brakes. The 966 lurched forward over the edge. One of the laborers, Bill’s friend who had the joint, stood directly under the bucket as the loader dropped over the edge. The loader looked up, made two distinct steps back, dropped his shovel and froze in his tracks. The rest of the laborers without hesitation took the only escape route as the loader plunged into the excavation, wedging the bucket between the power house wall and the side of the excavation, with the rear wheels resting on the upper edge of the excavation.

A huge cloud of dust obscured everything. As the dust cleared, I ran to the edge of the excavation fearing the worst. I could see abandoned whackers lying on their sides like convulsing R2-D2s from “Star Wars.” Bill’s laborer friend was standing in knee-deep dirt with his mouth agape. “Wow, far out!”

I frantically looked for Bill. Because he had a habit of not wearing his seat belt, I was sure he had been thrown off the loader. He was nowhere to be found in the bottom of the excavation. I continued to search until I saw him draped motionless over the steering wheel. As I climbed up to the loader, Bill slowly turned his head, looked up at me and said, “God, did I kill anyone?”

Miraculously, no one was killed or badly hurt. Bill received some bruises and the laborers suffered only scrapes from scrambling away from the falling loader.

I have relived that accident many times, searching for reasons why Bill made that basic error. Only luck saved that laborer as he stood frozen in panic. What circumstances were at work that caused this incident? I knew from the time we left for work that Bill wasn’t one-hundred percent. What about the laborer who offered Bill the joint at lunch? Bill was adamant about not doing anything during work hours that would have impaired him, but what about the night before? I’m sure neither Bill nor the laborer felt they were abusing their recreational drug of choice. But where does use become abuse? And finally, being aware of the conditions that lead to this incident, and having done nothing, do I bear any responsibility for what happened?

Gene Herndon, Curriculm Coordinator
Boycott

Toys-R-Us should be called Shoddy-Is-Us

Local 3 is urging all its members to boycott Toys-R-Us stores, particularly during the peak holiday season.

The toy store chain is constructing a $22.5 million warehouse in Joliet, Ill. with non-union workers and paying them far below the prevailing wage. The company has a dismal record of building its facilities with cheap labor and taking advantage of students, women, older workers and minorities by paying the lowest possible wages.

Toys-R-Us also buys the cheapest possible products from overseas. Unfortunately, some of the most popular toys that shoppers hope will bring joy to American kids instead symbolize abuse and drudgery for millions of children working overseas.

More than 70 percent of toys sold in the United States are manufactured or assembled overseas, mostly in Hong Kong, Taiwan and China. Many of the toys produced in these countries are made by children under oppressive and often dangerous working conditions. Thousands of children typically work 14-hour days, seven days a week and earn from $10 to $30 a month. If the label shows a toy to be made in one of these countries, chances are it was made using child labor.

With thousands of workers toiling long hours to produce goods for the U.S. market, workers in garment, electronics, toys and other industries in this country will see their wages fall and their jobs eventually disappear.

For these reasons, Local 3 is asking you not to buy from this store. Please tell your family and friends not to patronize Toys-R-Us.

HONORARY MEMBERS

As approved at the Executive Board Meeting on November 18, 1990, the following retirees have 35 or more years of membership in the Local Union, as of November 1990, and have been determined to be eligible for Honorary Membership effective January 1, 1991:

James Aldax, Jr. 0503219
C. C. Alexander 0848332
Andrew Anderson 0787985
Leo Bachman 0702331
John Bottani 0854093
Cecil Brown 0857764
Max Buhrie 0863707
Edward Carey 0736317
Robert Clary 0754418
Kayle Cummings 0848355
George Elmore 0863734
Reed Fielkau 0828698
A. W. Flores 0863742
Joseph Henniques 0695566
Boyd Hone 0863866
Joseph Jensen 0779321
Timothy Lairby 0693628
John Leydens 0747785
Gilbert Machado 0519725
George Machado 0838821
Jack Mauser 0736490
Roy Moore 0667892
Charles Pedro 0674766
F. G. Reese 0863807
Ray Roberie 0854175
Kenneth Robinson 0817541
M. E. Saunders 0789074
William Shuke 0863831
James Slack 0593050
Manuel Spessard 0828692
George Swicegood 0553109
Chester Wagnen 0342607
George Zотовich 0376507

Marysville District

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subdivision project, with CFB of Sacramento doing the underground.

Baldwin Contracting and Jaeger Construction are moving along in high gear on the Cypress subdivision in the Yuba City area. This project will bring about 300 more building lots to the Twin Cities area, which is growing rapidly. We plan to see more work from that growth next year.

I hope everyone had a very nice Thanksgiving. I would like to take this opportunity to wish everyone a very Merry Christmas and a happy and safe New Year.

Dan Mostats,
Business Rep.

Union Briefs

U.S. construction slump to ease by late 1991

The federal government says the country is in the longest construction slide on record, but relief may be on the way.

Housing starts have shrunk to their lowest level since the 1981-82 recession. Industry observers point to shrinking consumer confidence and the growing inability of builders to obtain credit as causes of the nine-month decline. Construction contracting in the United States, hit by a 9 percent decline this year, will fall another 2 percent in 1991, the McGraw-Hill’s Construction Information Group predicted. But home building is expected to increase nationwide in the second half of 1991.

“Next year should bring the end of the building slump that began early in 1990,” said George Christie, chief economist with the construction group. “As construction recessions go, this one could be ranked as medium severity. It is expected that the construction sector will round the corner by 1991’s third quarter, with housing leading the way.” By 1992, he said, the rebound should be solid, with gains continuing through 1993.

Crane collapse lawsuits

On the anniversary of the downtown San Francisco crane collapse that killed four construction workers and a school bus driver, a flurry of lawsuits was filed just in time to beat the one-year statute of limitations.

Several suits were filed on behalf of an attorney who was working at his desk in an adjacent building when part of the crane crashed into his office, a passenger of a bus that was hit by debris from the accident and several injured construction workers.

The suits, filed in San Francisco Superior Court, are based on a combination of negligence and product liability theories. Earlier this year, Cal-OSHA issued 12 citations alleging 25 breaches of state safety laws. Among the defendants named in the suits were general contractor Swinerton & Walberg Co., the Erection Co. of Kirkland, Wash., subcontractor Cannon Western of Portland, Ore. and German crane manufacturer Feiner Maschinen Schraubenwerke. Most of the cases filed earlier have already been settled.

More federal money for hwy. construction

The Bush administration has drafted an ambitious five-year plan for expanding highway construction and broadening the network of major roads. The proposal would provide at least $85 billion in federal highway aid to the states from 1992 to 1996. The plan would use as much as half the recent five-cent-a-gallon federal gasoline tax increase.

While the plan would expand the mileage of roads eligible for federal aid, the states would be required to match federal grants with higher contributions of their own, thus decreasing the federal government’s overall contribution. Under the current system, the feds pay 90 percent of the costs of interstates and 80 percent of primary highways. Under the new proposal, the federal government’s contribution would drop to 75 percent of both interstates and primary highways and only 60 percent of less important, two-lane state highways.

The Federal Highway Administration estimates that the current cost of fully repairing the nation’s roads and bridges is $750 billion, about $34 billion annually through the year 2005. The FHA estimates that 41 percent of the country’s 577,700 bridges are deficient or obsolete. More than 6,000 of these bridges are already closed.

Caltrans favors hwy. construction over mass transit

An independent advisory commission studying California transportation issues has concluded that because of an “institutional bias” toward highways Caltrans’ spending on mass transit traditionally has had a low priority, and long-range planning at the agency is limited. The commission went on to say that the state has taken only partial steps to encourage people to get out of their cars and use other means of travel. Despite $18 billion from Props. 111, there won’t be enough money to meet future highway needs, the commission found. The report called for boosting gasoline sales tax but lowering sales tax on other commodities so that motorists don’t have to pay more overall sales tax.
1991 RETIREE MEETINGS

1991 Grievance Committee Elections

Recording- Corresponding Secretary William Markus has announced that in accordance with Article X, Section 10 of the Local Union Bylaws, the election of Grievance Committees shall take place at the first regular quarterly district or sub-district meeting of 1991. The schedule of these meetings appears below (see “District Meetings”).

Election of Geographical Market Area Addendum Committeemen

Business Manager T.J. Stapleton has announced that elections will be held for Geographical Market Area Addendum Committees at regularly scheduled district meetings in Northern California and Reno during the first quarter of 1991. The schedule of the meetings in which these elections will be held appears below (see “District Meetings”).

Eligibility rules for serving on the committee are as follows:

- No member shall be eligible for election, be elected or hold the position, of Geographical Market Area Addendum Committee.
- He must be a member in good standing.
- Must not be an owner-operator.
- No members shall be nominated unless he or she is present at the meeting and will accept the nomination and the position if elected.
- No member is allowed to serve more than two consecutive terms on the Geographical Market Area Committee.

District Meetings

January 1991

8th District 4: Eureka
   Engineers Building 2806 Broadway

9th District 17: Kona
   Kea'au High School Kea'au Kauai

9th District 17: Hilo
   Kamehameha School Kona

9th District 7: Redding
   Engineers Building 100 Lake Blvd.

10th District 6: Marysville
   Engineers Building 1610 "F" Street

23rd District 17: Honolulu
   Kapiolani High School 996 Kapiolani Avenue

February

7th District 1: San Francisco
   Engineers Building 474 Valencia Street

Graded-checking classes

The San Jose district office will be holding graded-checking classes beginning on Feb. 7 from 7 p.m. to 9:30 p.m. The instructor will be Duane Nunes. For more information, contact the San Jose office at (408) 295-8788.
Personal Notes

Fresno: Our sympathy is extended to the family and friends of our brothers who have recently passed on: Johnnie Woods 9/21; Merrill Stringer 10/7; Kenneth Phillips 10/11; Brian Now 10/20; Milo Urscheid 10/30; and our beloved Business Representative, Bobby D. Merritt 11/1.

Marysville: The Marysville district office staff extends its sympathy to the brothers Norman Wright on the death of his wife, Joyce. Sacramento: Congratulations to Frank and Donna Cates on the birth of their son, Ryan Cates, born 11/11, weighing 8lbs. 7oz.

We would like to express our condolences to the families and friends of departed brothers Bill Benning, Jr., Ivan Brieske, Milton Kinsey, Larry Nusz, and Burton Sapping.

Santa Rosa: Congratulations to Ross and Sidney Reed on the birth of their daughter Shelby Jane weighing 6lbs. 3oz. Also congratulations go to Steve and Gail Encarnacion who were married in Maui, Hawaii on 10/22, and Gene and Donna Lovisco married on 10/27.

Derr: $100. Call Vern Looper (408)722-5007 or (510)545-8181. 2/10/90

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A new year begins, and as it does S.E.L.E.C. is proud to bring forth the new line of Local 3 jackets.

The new year sees the return of two favorite jackets and the introduction of three new styles.

Returning:
- Green nylon jacket with two-color rib-knit collar, cuffs and waistband (left, front row) featuring a Local 3 patch for your state. It has a full-front snap closure and deep pockets with self-closing reinforced overflaps.
- Green sweatshirt jacket with a large Local 3 logo, in silver, on the back (right, front row). This jacket has a nylon shell and lining with polyester batting fill, a full-front snap closure, zipper front insert and drawstring hood of soft heather grey fleece plus slash pockets with snap-closures.

New for 1991:
- Black sweatshirt jacket with a large Local 3 logo, in silver, on the back (right, back row) with all the features of the green sweatshirt jacket.
- Black poplin jacket featuring a polyester plaid-flannel red and black lining (center, front row) with a Local 3 logo embroidered on the left chest (patch shown for photo purposes only), full-front zipper, slash pockets and collar that snaps closed. Available January 1991.
- Jade green poplin classic golf jacket featuring a tattersol plaid lining (not pictured) with a Local 3 logo embroidered on the left chest: full-front zipper, double-entry flap pockets, sculpted back yoke and inside chest pocket. Available January 1991.

Also pictured above are the black and silver "members only" style jackets with a Local 3 state patch (left and center, back row). In addition to the jackets there are Local 3 sweatshirts, T-shirts, hats, patches and pins available by using the order form provided.

S.E.L.E.C. (Supporters of Engineers Local 3 Endorsed Candidates) is Local 3's political action committee for federal candidates. Acting in concert with the International's EPEC fund, Local 3 contributes to U.S. congressional, senatorial, and presidential campaigns. The only means of raising money for this fund is through contributions received on the above merchandise and from raffles held annually.

Many advances in the labor movement have been made through politics and your support of S.E.L.E.C. will help Local 3 to continue to contribute to candidates who are friends of labor.

Checks should be made payable to SELEC. We want to thank you in advance for your continued support of this program.