Superstar pitcher Dave Stewart of the Oakland A's, who was awarded MVP for the 1989 World Series, took time out of spring training to cut a commercial for Local 3. The spot will air on games broadcast by KICU-TV 36 (story page 4).
FOR THE
Good & Welfare
By Tom Stapleton
Business Manager

It looks like it will be a very hectic spring for myself and the officers as we try to deal with some very critical issues for the membership.

During the last round of district meetings, we told you that we would be presenting information on the finances of the union, and ask for your input on what kind of dues increase you favor in order to put our union back on better financial footing.

During this current round of district meetings, we are carrying out that commitment. We are grateful for those who have turned out for the meetings thus far. We encourage everyone to make an effort to attend one of the remaining meetings, so that you can ask whatever questions you want and make your opinions known (see page 14 for District Meeting Schedule).

I must say that I am gratified by the response of the membership. When they see the facts laid out before them and realize that we have done everything possible to cut expenses and provide a fair dues structure, they realize that we must come up with some kind of reasonable increase in our dues in order to keep the union operational.

Unfortunately, we have another critical issue to deal with, and that is the escalating crisis in medical costs. This is a problem of national proportions. The headlines tell the story: "1989 Health Care Costs Exceed Estimates: No relief seen in 1990." "Health Care Costs Up All Over the Country: 20% to 30% Increases Not Uncommon."

Literally every medical plan in the country is facing the same problem - how to keep a reign on medical costs that are spiralling much faster than the cost of living.

I feel the only long term solution will involve national legislation to regulate the medical industry. But we can't sit around and wait for that day to come. Last year our health and welfare plan had to take $7.8 million out of reserves to cover costs. We had to make revisions in the plan in order to prevent further losses. Despite those revisions, we are still facing costs that will probably exceed $56 million in the year ending April 30.

We have to deal with this problem now! We will be scheduling a round of special called meetings to outline the situation in detail and get your input on what you want to do with your health and welfare plan. This is critical! Please plan to attend one of these meetings, so that you can be fully informed.

These days it seems like the challenges never end. But, as I travel around the country and see what other unions are up against, and as I talk to our own members who have come from other locals, the message is clear: We have the best local union in the country. Let's keep it that way! This is your union. If we work together, we will prevail. That much, I know.

Union seeks input on dues proposals

Local 3 members cast their advisory ballots on the union's dues proposals after a special presentation given by Business Manager Tom Stapleton at the district meeting in Stockton. The slide presentation outlines important information on the union's finances and suggests three possible options that could be used to bring the union on better financial footing. The presentation is being given at all districts during the months of March and April. The advisory ballots cast at the meetings will then be counted. The By-laws Committee will begin meeting in May to draft a dues proposal based on the option that received the most votes from the membership.

This proposal will be presented at the semi-annual meeting and then taken to the membership in a special round of meetings this summer for the membership to vote on. Please turn to page 14 for a schedule of the remaining district meetings.

Warriors Game Winners

KICU-TV 36 representative Rick San Vicente (left) draws winning entries to the April 1 Golden State Warriors basketball game and clinic. wise Vice President Jack Baugh looks on. The winners were drawn from members of the Local 3 20-cent "Union Yes" Club, which sent 112 ballots published in last month's Engineers News. The tickets were made available to Local 3 by KICU-TV.
The Operating Engineers Local 3, which represents employees at Battle Mountain Gold, reacted angrily this month to the "heavy-handed" manner in which local law enforcement officials and the FBI have conducted their case against four employees of Battle Mountain Gold accused of interstate transportation of stolen gold concentrate.

The four men, Edward A. Ham, 40, and Gary R. Lyngar, 43, both of Battle Mountain; Jerry H. Choate, 38, of Burns, Ore.; and Bruce K. Rynearson, 50, of Heber City, Utah, were present at an arbitration hearing on March 13 between the union and representatives of Battle Mountain Gold, when they were arrested by the FBI.

"Not only could their employer find no evidence that they had fully suspended from their jobs in August 1988," Local 3 Treasurer Don Luba said. Luba, who is the officer assigned over the mining division was present at the arbitration meeting when the FBI arrested the four accused.

"Not only could their employer find no evidence that they had (Continued on back page).

A union means more than jobs and dues
Helms employee gets support from members after disabling stroke

In the spring of 1988, Local 3 member David McAnany had a lot going for him. Working for Helms Construction in Reno, Nevada, he had just graduated to journeyman lube engineer from the Joint Apprentice Program.

But eight months later a blood vessel in Dave's brain ruptured and almost killed him. For nearly three months, he remained in a coma, his physician unsure whether he would ever regain consciousness.

With strong support from family and Local 3 co-workers and personal determination, Dave began a miraculous recovery. At the onset of the illness Dave lost much of his memory and the use of the left side of his body. But soon he began to gradually recall names and re-learn how to walk.

Today, Dave can read at about the eighth-grade level and walks with a cane. He has even returned to work, not at his original job at Helms, but at the Washoe Medical Center's physical therapy department, where he has spent the past several months in rehabilitation. Dave's recovery outlook is so favorable, in fact, he's expected to return to (Continued on back page)

Turlock Irrigation District joins up with Local 3

Any operating engineers can proudly say that they helped build the New Don Pedro Dam, which is a primary source of irrigation water for the northern San Joaquin Valley. As it collects and distributes water to the farms in the area, it also produces electricity for homes and businesses. The Don Pedro project helps the area produce important agricultural crops and create economic opportunities for area residents.

The Turlock Irrigation District (TID) distributes the water and power from Don Pedro to southern Stanislaus and northern Merced Counties. Over 300 skilled and dedicated TID employees work to ensure uninterrupted water and electrical services to its customers. Recently TID employees voted to join Local 3's Public Employees Division.

(Continued on back page)
Telling our story

Volunteer 20-cent program helps Local 3 get message out to the public.

By James Earp
Managing Editor

Figure this one out:
It's an undeniable fact that no other group has done more to improve the standard of living for American workers and their families than trade unions. If that's the case, why isn't there a very popular group with the general public, right?

Wrong! Gallup polls over the past 30 years show that the popularity of unions has declined steadily. In 1957, 76 percent of the public indicated they approved of unions. By 1987, this figure had dropped to 69 percent and in 1984 it was only 58 percent.

Something is clearly amiss. If trade unions have done so well in promoting union-busting firms who specialize in making unions look bad in the media, the workplace and the schools. That kind of negative campaigning affects the attitudes of a lot of people.

We could also blame the education system, which usually ignores the tremendous role labor has played in shaping America's history. Ask yourself this: How many students attend college with the idea of going to work for a union? No, most of them are counting on a college education to land them a lucrative job in corporate America.

All the above are worthy sources of blame. But, if we're looking for a someone to point a finger at, we should start right where it hurts. As trade union members, we don't do a good enough job of promoting ourselves.

Big business spends countless dollars on advertising to promote their product and "the company image." Unions don't have that kind of money, but we could still do a lot better job of building our own image. We have a tremendous story to tell and we ought to make sure it gets told - in the media, the workplace and the schools.

That's why Local 3 initiated an aggressive campaign to tell our story. Using many different avenues, we are getting out the message that the Operating Engineers Local 3 is a great union that, sprinkled throughout the general public, are future Local 3 members. And the only way they're going to become members is to hear what this union has to offer.

What specifically is Local 3 doing? For the past three years, the union has undertaken an ambitious radio advertising campaign. Initially, we concentrated on the district's in Northern California. But during the past year, that program has been expanded into Nevada (see article next page) and will soon include Utah and Hawaii.

"We started in Northern California, primarily because that's where the money to pay for this program was coming from," Stapleton explains. "All 33,000 members of this union owe a tremendous debt to the 2,300 members who voluntarily authorized a 20-cent an hour deduction from their Vacation Pay Plan to finance our program to fight the non-union."

Every district office in Northern California and Nevada has received many responses from workers wanting to know more about the union. In some areas, Local 3 has been successful in organizing entire collective bargaining units because employees have heard about the union on the radio.

Last year, Local 3 made it's first major entry into television advertising. Signing on as a sponsor of the Oakland A's on KICU TV 36 in San Jose, the union produced a number of spots featuring our own members explaining in their own words why they belong to Local 3. At the same time, Local 3 sponsored the San Francisco Giants on the KNSR radio network, which covers all of Northern California, Reno Nevada and Honolulu.

The sports oriented campaign generated a tremendous response. Of course, it didn't hurt that both teams went all the way to the World Series.

"Because of our success last year, we will be repeating our
We’re utilizing other forms of media advertising. Last spring, Local 3 arranged to have a sign erected at Sears Point Raceway, which promoted the union. The sign is located at a strategic point along the course that receives considerable camera coverage on the ESPN sports network and other stations that broadcast races at Sears Point to a national audience.

Working with the Santa Rosa District, Local 3 and union contractor Gilhoti Bros. are paying for billboard advertising along Hwy. 101 at Ukiah and Willits which brings attention to motorists that the improvements being done on the freeway are the result of quality union craftsmanship.

“Were learning as we go,” Stapleton added. “There are some things we could do better. But one thing we feel has been very effective is letting our members do the talking for the union, wherever possible. Most of our radio campaign, for example, is comprised of our own members speaking in their own words. People will listen to that kind of message, because it’s real.”

World Champion
Oakland A’s
1990 KICU-TV 36 Broadcast Schedule

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>OPPONENT</th>
<th>HOME/AWAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fri, April 13</td>
<td>7:00 p.m.</td>
<td>Seattle Mariners</td>
<td>Away</td>
</tr>
<tr>
<td>Tue, April 17</td>
<td>7:00 p.m.</td>
<td>California Angels</td>
<td>Away</td>
</tr>
<tr>
<td>Sun, April 29</td>
<td>10:00 a.m.</td>
<td>Boston Red Sox</td>
<td>Away</td>
</tr>
<tr>
<td>Mon, April 30</td>
<td>4:30 p.m.</td>
<td>New York Yankees</td>
<td>Away</td>
</tr>
<tr>
<td>Fri, May 18</td>
<td>5:30 p.m.</td>
<td>Milwaukee Brewers</td>
<td>Away</td>
</tr>
<tr>
<td>Sun, May 20</td>
<td>11:00 a.m.</td>
<td>Kansas City Royals</td>
<td>Away</td>
</tr>
<tr>
<td>Thur, May 23</td>
<td>5:30 p.m.</td>
<td>Kansas City Royals</td>
<td>Away</td>
</tr>
<tr>
<td>Fri, June 1</td>
<td>5:30 p.m.</td>
<td>Texas Rangers</td>
<td>Away</td>
</tr>
<tr>
<td>Thur, June 7</td>
<td>5:30 p.m.</td>
<td>Texas Rangers</td>
<td>Away</td>
</tr>
<tr>
<td>Thur, June 14</td>
<td>5:30 p.m.</td>
<td>Chicago White Sox</td>
<td>Away</td>
</tr>
<tr>
<td>Sun, June 17</td>
<td>11:30 a.m.</td>
<td>Chicago White Sox</td>
<td>Away</td>
</tr>
<tr>
<td>Mon, June 18</td>
<td>4:30 p.m.</td>
<td>Detroit Tigers</td>
<td>Away</td>
</tr>
<tr>
<td>Tue, July 3</td>
<td>5:30 p.m.</td>
<td>Milwaukee Brewers</td>
<td>Away</td>
</tr>
<tr>
<td>Fri, July 6</td>
<td>5:50 p.m.</td>
<td>Cleveland Indians</td>
<td>Home</td>
</tr>
<tr>
<td>Mon, July 23</td>
<td>7:00 p.m.</td>
<td>California Angels</td>
<td>Home</td>
</tr>
<tr>
<td>Fri, July 27</td>
<td>5:00 p.m.</td>
<td>Minnesota Twins</td>
<td>Home</td>
</tr>
<tr>
<td>Thur, Aug. 2</td>
<td>7:00 p.m.</td>
<td>California Angels</td>
<td>Home</td>
</tr>
<tr>
<td>Fri, Aug. 3</td>
<td>7:30 p.m.</td>
<td>California Angels</td>
<td>Home</td>
</tr>
<tr>
<td>Fri, Aug. 17</td>
<td>4:30 p.m.</td>
<td>Baltimore Orioles</td>
<td>Home</td>
</tr>
<tr>
<td>Tue, Aug. 21</td>
<td>5:00 p.m.</td>
<td>Chicago White Sox</td>
<td>Home</td>
</tr>
<tr>
<td>Fri, Aug. 24</td>
<td>4:30 p.m.</td>
<td>Detroit Tigers</td>
<td>Home</td>
</tr>
<tr>
<td>Tue, Sep. 4</td>
<td>4:30 p.m.</td>
<td>Boston Red Sox</td>
<td>Home</td>
</tr>
<tr>
<td>Fri, Sep. 7</td>
<td>4:30 p.m.</td>
<td>New York Yankees</td>
<td>Home</td>
</tr>
<tr>
<td>Sun, Sep. 9</td>
<td>10:30 a.m.</td>
<td>New York Yankees</td>
<td>Home</td>
</tr>
<tr>
<td>Tue, Sep. 11</td>
<td>7:00 p.m.</td>
<td>Seattle Mariners</td>
<td>Home</td>
</tr>
<tr>
<td>Thu, Sep. 25</td>
<td>5:30 p.m.</td>
<td>Kansas City Royals</td>
<td>Home</td>
</tr>
<tr>
<td>Thur, Sep. 27</td>
<td>5:30 p.m.</td>
<td>Texas Rangers</td>
<td>Home</td>
</tr>
<tr>
<td>Fri, Sep. 28</td>
<td>5:30 p.m.</td>
<td>Texas Rangers</td>
<td>Home</td>
</tr>
</tbody>
</table>

National League Champion
San Francisco Giants
1990 KNBR Radio Broadcast Schedule

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>OPPONENT</th>
<th>HOME/AWAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tue, April 10</td>
<td>4:15 p.m.</td>
<td>Atlanta Braves</td>
<td>Away</td>
</tr>
<tr>
<td>Wed, April 11</td>
<td>4:15 p.m.</td>
<td>Atlanta Braves</td>
<td>Away</td>
</tr>
<tr>
<td>Thur, April 12</td>
<td>2:15 p.m.</td>
<td>Atlanta Braves</td>
<td>Away</td>
</tr>
<tr>
<td>Fri, April 13</td>
<td>7:10 p.m.</td>
<td>San Diego Padres</td>
<td>Home</td>
</tr>
</tbody>
</table>

Golden State Warriors
KICU-TV 36 Broadcast Schedule: April

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>OPPONENT</th>
<th>HOME/AWAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tue, April 3</td>
<td>5:30 p.m.</td>
<td>Orlando Magic</td>
<td>Away</td>
</tr>
<tr>
<td>Wed, April 4</td>
<td>5:30 p.m.</td>
<td>Miami Heat</td>
<td>Away</td>
</tr>
<tr>
<td>Fri, April 13</td>
<td>7:30 p.m.</td>
<td>LA Lakers</td>
<td>Away</td>
</tr>
<tr>
<td>Fri, April 20</td>
<td>7:30 p.m.</td>
<td>Phoenix Suns</td>
<td>Away</td>
</tr>
</tbody>
</table>
Why we need 111 & 108

By Steve Moler
Assistant Editor

Propositions 111 and 108 Would Mean More Jobs and A Better Life For Local 3 Operating Engineers.

You don’t have to drive far to see that California’s transportation system, once one of the nation’s best, is in shambles. Deteriorating roads and bridges coupled with worsening traffic congestion and air pollution have become one of our state’s number one concerns.

And according to recent studies, the situation is going to get worse unless something is done soon. Propositions 111 and 108 would solve many of our transportation woes. Without these two measures, the following gloomy scenario would likely prevail by the year 2000:

• Congestion delays will double—perhaps even triple—and will cost each motorist $5,500 to $5,200 per year in time and fuel.

• Motorists will waste 40 to 60 additional minutes a day sitting in traffic.

• 70 percent of California’s main roads will be in fair to very poor condition. The cost of driving these deteriorating road surfaces will add another $108.50 per year to the average motorists’ driving costs.

Because of these problems, Props 111 and 108—two of the most important propositions ever to face Local 3 members in California—will appear on the June 5 Primary Election ballot.

What are Propositions 111 and 108?

Propositions 111 and 108 actually make up an innovative and comprehensive transportation funding package designed to tackle California’s major traffic nightmares and better help us meet our future transportation needs.

Proposition 111, called the Traffic Congestion Relief and Spending Limitation Act, would consist of a 9-cent-a-gallon gasoline tax increase over the next 10 years and a 55 percent truck weight fee increase. The gas tax increase—5 cents per gallon beginning August 1, 1990 and an additional 1 cent per gallon increase for the next four years—would cost the average motorist only about $690 a year.

Proposition 108, called the Passenger Rail and Clean Air Bond Act, would authorize the first of three separate $1 billion bond issues to fund expansion of local rail transit systems in the Bay Area and other major metropolitan areas throughout the state, thus relieving traffic congestion, reducing pollution, and saving energy.

Because Proposition 108 is a bond measure, it must appear separately on the ballot. However, it will not go into effect unless both Propositions 111 and 108 receive voter approval.

If passed, Propositions 111 and 108 would require $18.5 billion to be spent over the next 10 years to:

• Make our freeways, bridges and streets earthquake safer—preventing tragedies like the Cypress Freeway collapse in last October’s earthquake.

• Complete already authorized but unfunded highway and mass transit projects that have been stopped due to lack of funds.

• Expand local rail transit systems in the state’s major metropolitan areas.

• Fix potholes and increase maintenance of local streets and state highways.

• Improve traffic flow through the wider use of synchronized signals on major thoroughfares and re-direct traffic with highway alert signs and ramp meters to control freeway flow.

Proposition 111 is unique in that it modifies existing state government spending limits to better reflect current economic trends. Now the state spending limit is adjusted annually by the national Consumer Price Index. Proposition 111 would exempt the current spending limit law and change it to reflect California’s per capita personal income, a much more accurate measure of our state’s economic health.

Why You Should Vote “Yes” On Propositions 111 and 108!

In addition to improving our quality of life, voter approval of Propositions 111 and 108 would mean lots more jobs for Operating Engineers throughout the state (see next page for proposed projects).

Scores of public safety, health care, business, transportation, law enforcement, labor, education, and taxpayer organizations have officially endorsed Props. 111 and 108. California Governor George Deukmejian and gubernatorial candidates Dianne Feinstein and Pete Wilson also have endorsed Props. 111 and 108.

If recent public opinion polls hold true, the vote will be very close come June 5. Right now voters are evenly divided on Props. 111 and 108, with roughly 46 percent in favor and 46 percent opposed.

That’s why you need to get out and vote “Yes” on Props. 111 and 108!
### Projects affected by Proposition 111

This list shows projects that passage of Prop. 111 would authorize to be completed or initiated.

<table>
<thead>
<tr>
<th>Hwy. route</th>
<th>Description of work</th>
<th>Cost (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>District No. 1 - San Francisco</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Marin County</td>
<td>49 Rt. 49 bypass of Sutter Creek.</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Construct 2-lane expressway.</td>
<td>15.8</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>18.0</td>
</tr>
<tr>
<td>Solano County</td>
<td>Widen with minor realignment.</td>
<td>108</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>10.3</td>
</tr>
<tr>
<td></td>
<td>Construct 2-lane expressway.</td>
<td>97</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>17.1</td>
</tr>
<tr>
<td>San Francisco County</td>
<td>Widen, add HOV and auxiliary lanes.</td>
<td>80</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>43.0</td>
</tr>
<tr>
<td></td>
<td>Various improve.</td>
<td>299</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>64.6</td>
</tr>
<tr>
<td><strong>District No. 4 - Eureka</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Del Norte County</td>
<td>Acquire right-of-way for future 4-lane hwy.</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Construct 2-lane expressway.</td>
<td>40.1</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>6.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>47.6</td>
</tr>
<tr>
<td>Humboldt County</td>
<td>Construct 4-lane expressway.</td>
<td>50.9</td>
</tr>
<tr>
<td></td>
<td>Various rehab. projects.</td>
<td>36</td>
</tr>
<tr>
<td></td>
<td>Prairie Creek Park bypass.</td>
<td>50.0</td>
</tr>
<tr>
<td></td>
<td>Widen to 8 lanes between Rt. 99 and 41.</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>187.9</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>59.6</td>
</tr>
<tr>
<td>Tulare County</td>
<td>Widen portions to 4-lane expressway.</td>
<td>49</td>
</tr>
<tr>
<td></td>
<td>Widen portions of freeway to 6 lanes.</td>
<td>15.0</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>61.7</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>96.2</td>
</tr>
<tr>
<td>Fresno County</td>
<td>Convert to 4-lane expressway on new alignment at Fresno County line.</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>170.4</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>213.4</td>
</tr>
<tr>
<td>Madera County</td>
<td>Realign interchange with Rt. 17.</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>49.5</td>
</tr>
<tr>
<td><strong>District No. 5 - Fresno</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Madera County</td>
<td>Construct interchange with Rt. 17.</td>
<td>50.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>49.5</td>
</tr>
<tr>
<td></td>
<td>Realign interchange with Rt. 17.</td>
<td>50.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>99.0</td>
</tr>
<tr>
<td>Kings County</td>
<td>Convert portions to 4-lane expressway.</td>
<td>17.9</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>156</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>27.6</td>
</tr>
<tr>
<td>Butte County</td>
<td>Start construction portion of expressway.</td>
<td>350</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>179</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>529</td>
</tr>
<tr>
<td>Glenn County</td>
<td>Rehabilitate various roads and bridges.</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>237</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>237</td>
</tr>
<tr>
<td>Lassen County</td>
<td>Widen portions to 4-lane expressway.</td>
<td>101</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>31.1</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>16.1</td>
</tr>
<tr>
<td>Modoc County</td>
<td>Various improvements.</td>
<td>101</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>8.1</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>25.9</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>32.0</td>
</tr>
<tr>
<td>Shasta County</td>
<td>Realign portions to 4-lane expressway.</td>
<td>43.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>28.4</td>
</tr>
<tr>
<td>Siskiyou County</td>
<td>Improvement various segments.</td>
<td>16.0</td>
</tr>
<tr>
<td></td>
<td>Other projects.</td>
<td>31.8</td>
</tr>
<tr>
<td>Tehama County</td>
<td>Realign and widen.</td>
<td>11.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>30.6</td>
</tr>
<tr>
<td>Trinity County</td>
<td>Rehabilitate truck climbing lane.</td>
<td>14.3</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>21.6</td>
</tr>
<tr>
<td><strong>District No. 9 - Sacramento</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>El Dorado County</td>
<td>Construct freeway thru Placerville.</td>
<td>50.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>12.0</td>
</tr>
<tr>
<td>Placer County</td>
<td>Construct interchange with Rt. 17.</td>
<td>22.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>89.0</td>
</tr>
<tr>
<td>Placer County</td>
<td>Add 2-lanes at Riverside Blvd.</td>
<td>17.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>16.0</td>
</tr>
<tr>
<td>Nevada County</td>
<td>Add HOV lanes from Elk Grove to Mack Rd.</td>
<td>35.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>60.0</td>
</tr>
<tr>
<td>Yolo County</td>
<td>Add 2-HOV lanes.</td>
<td>30.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>25.0</td>
</tr>
<tr>
<td>South Bay Area</td>
<td>Total projects.</td>
<td>183.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>313.0</td>
</tr>
<tr>
<td><strong>District No. 9 - San Jose</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monterey County</td>
<td>Construct 4-lane expressway.</td>
<td>50.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>60.0</td>
</tr>
<tr>
<td>Santa Clara County</td>
<td>Construct 6-lane freeway.</td>
<td>146.3</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>176.4</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Reconstruct interchange with I-880.</td>
<td>40.4</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>76.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>205.4</td>
</tr>
<tr>
<td>Mendocino, Lake, Sonoma Counties</td>
<td>Various roadway rehabilitation projects.</td>
<td>43.0</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>245.8</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>21.1</td>
</tr>
</tbody>
</table>

March 1990/ Engineers News 7
8 March 1990/ Engineers News

Big contract awarded to destroy nerve gas bombs

Kellogg Constructors, Inc. (K.C.I.), a Houston-based contractor, has been awarded the contract to build a plant in Tooele County which, upon completion, will destroy nerve gas bombs for the government. The safety of the nearby community and workers on the site are critical concerns to the project. The job is scheduled to begin within the next few weeks, with the construction workforce peaking at about 500 workers. This project is highly technical, requiring the building to use only qualified, skilled craftsmen.

The safety of the surrounding communities depend on that skill. To help ensure the use of quality craftsmen, the federally funded Corps of Engineers project requires prevailing wage rates be paid to workers on the project.

The project's builder, K.C.I., while recognizing the safety risks and the need for skilled manpower, has refused to commit to the use of skilled, local craft people.

The unions have hundreds of skilled workers available to work this project. These workers have had apprenticeship training, and job experience.

The unions have agreed to work the duration of the project at prevailing wage rates. Despite these concessions, K.C.I. refuses to meet with union representatives to discuss manpower requirements and availability.

The company has decided to establish their own training program in an effort to recruit the necessary workers.

Local union and community members have expressed several concerns regarding the project and K.C.I.'s involvement.

These issues range from safety to the company's use of out-of-state workers.

Union people have made their point clear:
- We insist on a safe project, both during and long after construction;
- We want K.C.I. to use the availability of skilled labor being offered by the Utah unions;
- We don't want our jobs taken by out-of-state workers;
- We don't want our classrooms burdened with children of out-of-state workers who don't pay taxes in Utah;
- We don't want monies earned in Utah taken and spent out-of-state;
- We want Utah workers, who pay taxes and support their communities, to be employed on this project;
- We want the needs and concerns of the residents of Utah to be top priority.

Union members in Utah have worked long and hard to ensure a safe and stable environment in which to live and raise families. These standards are now being threatened by K.C.I.'s involvement on this project.

Don Strate

W.W. Clyde wraps up Hwy. 40 relocation job near Heber City

You can tell by the T-shirts most of the crew is wearing that the weather was a little warmer when these photos were taken. Actually, W.W. Clyde finished up the paving on this Hwy. 40 relocation job last October. But with earthquakes, crane collapses, etc., there was no space in the newspaper to give this project more timely coverage. The relocation of this segment of Hwy. 40 was done in connection with the construction of the Jordanelle Dam, since the reservoir created by the dam will cover the old highway.

Pictured above is the paving crew (from left to right): Clint Howcroft, George Muir (foreman), Tom Aagard, Virgil Blair (Bus. Rep.) Ron Sorenson, Gerald Mamsboy (standing in back). To the right is Keith Anderson on roller. Pictured below left is Craig Hoffman on roller, and below right, is Greg Allen on roller.
Several good jobs coming up this spring

Spring’s just around the corner. As always, we’re looking for longer, warmer days, and the hands returning to work. There isn’t a lot going on right now, but there are still jobs to bid the next couple of months and they’re pretty good projects.

Foundation Constructors, Inc., has been making good time on the pile driving at the Salt Lake Airport’s new parking ramp. Foundation leased 100-ton crawler cranes from Shurtleff and Andrews Corporation and has a crew of five operators working. They started around mid-January, with the hands working some overtime. It looks like Foundation may go to a 4-10 work week.

On the Jordanelle Dam project, Granite Construction has tunneled through on the diversion and are ready to start the concrete liner. It won’t be long and they’ll have water running through the diversion and starting back on the fill for the dam. A few hands have been called back to work on the dam this month, and all we need is spring to get a few more back.

For a change, Gibbons & Reed was able to keep the Salt Lake shop going all winter, so their mechanics enjoyed employment. Gibbons & Reed in Ogden has called back a few mechanics, and they’re getting things ready for the work year.

Skyline Construction Co. is back in the state doing a small project on the I-15 stretch of new highway at Plymouth. Skyline had planned on working this job non-union but made the mistake of calling a few of our good union hands to work who had been with them on the Jordanelle a couple of years ago.

We also sent a couple of hands up there to hustle work, and they were hired. Within a few weeks the job was loaded up with union members. We got authorization cards signed, thanks to these good union members, filed for election, and the company signed an agreement. We have the contract with Skyline because of the hands on the job. I’ll be talking to some of the hands about the work and the union, and someone will say something like things are looking bad. And then I stop and think about what my father and grandfather went through until their generations decided something had to be done to improve wages, working conditions, on the job safety, working hours, and other things that I, and all of us, take for granted today.

Our predecessors didn’t have a union agreement to rely on when they experienced job problems, so they worked hard and sacrificed to create better conditions for their children and grandchildren. My father was a talented operator and a top-notch mechanic and could repair his machine when it broke down. He believed strongly in unionism and was instrumental in getting his union in plants and shops where he worked.

I remember my father telling me and my three older brothers – all of us now union members – that to be a union operator you had to be better and work harder and give at least eight hours work for eight hours pay. He encouraged his family to learn about equipment and its operation. Local 38’s training program is the best in the United States, and any eligible journeyman can take advantage of it.

When I entered construction, there was no apprenticeship. My father was my instructor.

When I went home at night, my instructor went with me. If I had a bad day on the job, he went over it and over it at dinner, after dinner, and on the way to work the next day. Apprenticeship and journeyman training has helped to ease this burden.

The people who came before us laid the groundwork for our betterment. All we need do is involve ourselves in our union to help ourselves survive these bad times.

The really hard work was done when the unions were formed, and now we reap the benefits. But we have to work together to keep it going.

Work hard! Learn all you can! Be the best you can be! And get involved in your union! Be proud of it and make your union proud of you!

It’s easy to say, “I’m busy tonight, and I can’t make my union meeting.” Besides, they talk the same old talk about the same old things.”

So you don’t go and you don’t participate. And you let a few members make the final decision on your contract and wages, and on other important things that affect your employment and how it benefits your lifestyle.

I’m asking each of you, personally, to write me a letter and give me your ideas on what you think can be done to improve our union and improve our state politically, and what each of us can do to help motivate others to participate in our union.

There are members who do get involved and we appreciate their help. But we need all of you. The big meeting hall is here to be used!

Virgil Blair
Business Rep.
Ceremonies held for Nevada apprentices

On March 5, at the Sparks Nugget in Sparks, Nevada, five Operating Engineers, three heavy duty repairmen and two equipment operators, were officially graduated to journeyman status. In ceremonies conducted by Northern Nevada Administrator, Philip Williams, the graduating apprentices were reminded that they are part of the future of Local 3.

Guest speakers were: Jan Evans, Nevada State Assemblyman, Dist. 30; John Madole, Executive Director, Northern Nevada A.G.C.; and Don Luba, Treasurer, Operating Engineers Local 3.

The Sparks branch of Granite Construction was recognized as Contractor of the Year for 1989. A good time was had by all.

Again, Local 3 would like to congratulate these five young journeymen.

Three big jobs let in East Bay

The work picture for 1990 looks great! February I had three pre-jobs: one with Morrison & Knudsen Co. and two with Ball, Ball & Brosmer, Inc. One of B.B. & B's jobs is to widen Hwy. 680 from Willow Pass Rd. to Vista Marina in Martinez. The low bid was $14 million plus.

The other job is in Walnut Creek realigning Alamo Creek. The low bid on this job was $12 million plus. The other job is in Walnut Creek realigning Alamo Creek. The low bid on this job was $12 million plus. M & K's job will be in Franklin Canyon. It's a railroad overpass. This will open an entrance to a large track of land being developed by A. J. Homes. These three jobs, will keep a number of operators busy for a year or more.

The outlook for the dirt movers is also looking great; that's if interest rates stay low. The contractors have told me that they have plenty of jobs to get started after the rains.

Don't be surprised if you see a new agent in your area. All of the agents in the Oakland district office have been reassigned to different areas. My area will cover eastern Contra Costa County. Hope to see all of you soon.

The Contra Costa Water Board had a meeting in February to answer charges on high water rates. Tom Butterfield and I called a number of operators asking them to please attend this meeting, which was held in Concord. The Contra Costa Water District Citizens for Reasonable Water Cost wants to stop Las Vaqueros Reservoir.

The group is trying to put a measure on the November ballot asking for an immediate halt of this project and a return of all monies spent to date.

Very few members from Local 3 showed up; we were out-numbered three to one.

Brothers and sisters, when a business representative calls and asks for help, please try to attend their meetings; they are very important.

The agent cannot do it alone; we need help. This reservoir and related work is $650 million of our work, most of it to be done by Operating Engineers.

Rod Farnum
Business Rep.

Old wounds healed at Gaylord Container

Some old wounds have been healed recently in Contra Costa County.

Gaylord Container, formerly Fiber Board, a large paper mill in Antioch who in the past six years has done their repair work and capital improvements non-union, have agreed to be friends with the Contra Costa Building Trades.

We have seen a great deal of work slide down the river in those six years but we have never let up on the non-union;

We would do the same if we have to.

We have seen a great deal of work slide down the river in those six years but we have never let up on the non-union;

Tom Butterfield
Business Rep.
On again, off again rain keeps everyone guessing
Sacramento waits for better weather

The Sacramento contractors are impatiently waiting for the weather to clear. Just as the ground begins to dry it rains just enough to keep everyone from continuing last season's unfinished work and breaking ground on any project.

Unfortunately, the rain and snow levels have been inadequate. In El Dorado County for example, a building moratorium has been passed. No new construction permits will be issued and no additional water hookups allowed until the water supply improves.

Nearly all politicians agree that the State of California and surrounding counties need the Auburn Dam. The outlook is that we will have a dam starting in 1993.

The type of dam is up for discussion, some want a flood control only or dry dam; others want a stageable dam that can expanded for recreation, power, and ultimately for water supply.

Vic Fazio, congressman from West Sacramento and a friend of labor, seems to be the key person who will represent the area in Congress for this project.

The work picture in the valley and mountain areas hasn't been this good for years, the only problem being water. The Chevreaux crew at the Meadow Vista Pit just ratified it an agreement and is looking forward to a good year.

With the past snow storm some of the crews were able to get some needed time off for rest. These men work a lot of hours!

McGuire & Hester is finishing its underground job at Penryn. The paving is the only portion left.

Morrison-Knudsen still has about 20 operators working on the Auburn freeway and should finish in August.

Granite Construction has about 15 operators working in the rock at the Harding interchange in Rocklin. This project is running smoothly under the supervision of Superintendent Fred Caton and Executive Board Member Harold Meadows. They are constructing the interchange and building industrial pads. C. C. Meyers and Judd Drilling are doing the overpass.

Kiewit, Mallory-Greenhalgh, Royal Electric, Teichert, Lund and Grade-Way all have unfinished work at Stanford Ranch and in the Rocklin area, mostly subdivisions in the rockiest area in the valley.

Contract negotiations were held with Rancho Murieta Country Club and Cart Handlers. The members ratified the agreement with a 6.7 percent increase in wages, and Maintenance of Benefits.

Granite Construction has the Laguna Blvd. job, from Franklin Blvd. to I-5. There is only 40,000 yards of dirt, but plenty of pipe on the job. Doug Fullerton is the project manager and Richard Caporale is the general superintendent. They say they will go getting good friend to Local 3 in April. C. C. Myers will do the bridge over the railroad tracks.

Remember, the Sacramento picnic will be Sunday, July 15 at Elk Grove Park, with good food and drink, western music and barbecues cooked by the office staff. Your can purchase your tickets at the office or from the agents on the job site.

Gary Waggon
Business Rep.

Stimpel-Wiebelhaus gets $11.5 million job

The fifth section of I-5 at Shot Gun Creek located in the canyon north of Redding went to bid Mar. 6. The low bidder was Stimpel-Wiebelhaus, Inc. of Redding—$11,502,912. Second was Kiewit Pacific Co.—$11,729,041 and third was J. F. Shea Co.—$13,157,204. Five bids were submitted on this project, all union contractors. The final section (Pollard Interchange), an engineers' estimate of $11 million, went to bid Mar. 13. When these projects are completed, it will be Interstate freeway from Mexico to Canada.

Due to the rains we have been having, all projects are shut down. Granite Construction Co. will start work around May 1, on their earth-fill dam project at Muck Valley near Nubieber, Calif. They plan on working five-10's employing between 15-20 Operating Engineers with 600,000 cubic yards of dirt to be moved in different stages. The contract amount is around $7 million. This is a private works job, wages will be 90 percent of the Master Agreement with a 100 percent full fringe benefit package.

We are still waiting for word on the transmission line from Oregon to Cottonwood. Stimpel-Wiebelhaus, Inc. was low bidder but has not been awarded the job at this time.

The Greyhound bus drivers would like to thank all Local 3 members and their families who took part in the March 7 Memorial March for driver, Bob Waterhouse which was held in Redding. Bob was killed by a non-union bus driver while walking a picket in Redding. They would appreciate any help they can get on their picket line.

For the people in Redding, Local 3 is endorsing Councilman, Mike Dahl for re-election to the City Council. Mike has been a good friend to Local 3 in this area, and we urge you to give him your support in the election Apr. 10.

The Redding picnic will be held on Sat. June 23 at the Anderson River Park. Tickets are $7 per person, $4 for retirees, $2.50 for kids 6-14 (under 6, free).

Tom Hester
Business Rep.

Express Card available to Local 3 members

Thanks to arrangements made by the Sonoma County Building and Construction Trade Council, Local 3 members are entitled to purchase the Sonoma Express Card for $20 annually, which is one-third off its normal price.

More than 700 Sonoma County merchants, including restaurants, movie theaters, dry cleaners, and automotive services, are participating in this card program. In most cases, the Sonoma Express Card allows card holders to purchase two dinners for the price of one at participating restaurants throughout the county.

Other merchants are offering discounts on many health and beauty-care items and services.

Pamphlets explaining the card program and its advantages are available at the Sonoma County Public Information Office. Local 3 member can also call the Santa Rosa District office at (707)546-2487.

Picnic News

The Sacramento picnic is Sunday, July 15 at Elk Grove Park. Good food and drink, Country Western music and steaks cooked by the office staff. You can purchase your tickets at the office or from the agents on the job site.

Gary Waggon
Business Rep.

Nevada work slow

Work in northern Nevada is off to a slow start this year. Most of our contractors have some unfinished work from last year. There seems to be a lot of new private work, but there is no new prevailing work. Only three jobs have bid this year and a total of $5.5 million has all gone non-union.

According to the State of Nevada work program schedule, the following jobs are tentatively coming up for bid:

May: I-80 at Mill City -$9 mil. est.; Carson River Bridge -$1.2 mil. 
June: S. Virginia St. -$1,3 mil.; I-80 west of Fernley -$1.8 mil.

The Greyhound bus drivers would like to thank all Local 3 members and their families who took part in the March 7 Memorial March for driver, Bob Waterhouse which was held in Redding. Bob was killed by a non-union bus driver while walking a picket in Redding. They would appreciate any help they can get on their picket line.

For the people in Redding, Local 3 is endorsing Councilman, Mike Dahl for re-election to the City Council. Mike has been a good friend to Local 3 in this area, and we urge you to give him your support in the election Apr. 10.

The Redding picnic will be held on Sat. June 23 at the Anderson River Park. Tickets are $7 per person, $4 for retirees, $2.50 for kids 6-14 (under 6, free).

Tom Hester
Business Rep.
YOUR CREDIT UNION

New Branch to open in San Jose

The ground work has been laid, and by May of this year the Credit Union will open its new San Jose branch office. It will be a full-service branch where members can take care of their savings and checking accounts, and apply for their loans.

The office will be located at 1310 Tully Road, Suite 109, in San Jose. As soon as the exact date of the grand opening is confirmed, the Credit Union will make the announcement to all Local 3 members and Credit Union members.

We look forward to providing our San Jose members with the service and convenience of our new branch office.

Your family members can join the Credit Union

Did you know your family members can become members of the Operating Engineers Credit Union family? Through you, your spouse, children, grandparents, aunts and uncles, etc. can become members of the Credit Union simply by completing a membership card and making the minimum deposit.

The Credit Union offers a full range of services which will benefit you and your family.

• FREE Checking Accounts with ATM access at machines displaying the STAR, EXCHANGE and CIRRUS logos.
• LOW-COST VISA Credit Card at 14.50 percent APR fixed rate.
• Loans for new and used vehicles. And, if you purchase an American, manufactured vehicle you receive a 1/4 percent rate discount.
• S.O.S. Car Buying Program designed to save our members money on new car purchases.
• High-yield savings accounts and Certificates of Deposits.
• Competitive loan rates on personal loans, R.V. loans and Home Equity loans.

(Continued on page 14)

SAFETY

The safe operation of trucks and mobile equipment is critical to the success of any accident prevention effort. Operators must be thoroughly familiar with their assigned machines and need to be trained and skilled in safe operating procedures. Most importantly, operators must know and accept the basic principle that they are responsible for the safe operation of their equipment.

It is the operators responsibility to perform preventive maintenance checks and services, to inspect for defects concerning safety, to report problems and to see that safe operating practices are followed at all times.

(Continued on page 14)

TEACHING TECHS

An instructors seminar was held February 3 that will bring about some curricula changes. Our instructors are requesting to have more input into our curricula material. Because surveying is rapidly changing constant upgrading is necessary. All of our instructors are doing a great job and deserve a lot of credit.

On Saturday, Feb. 24, we held our first hands-on training day for first-through fourth-period apprentices and journey-level upgrades in the greater Bay Area. This day proved to be very successful. The training day began with an inside orientation, a safety film and discussion, and a reaffirmation of commitments. We then moved outside for hands-on training, which included setting up instruments, pegging a level, chain and sledge tips, to go with E.D.M., note keeping and stakeout procedures.

Instructor, Mike Renicky, was in charge with a staff consisting of Floyd Harley, Tony Rubio, Mark Trimble and instructor aides Ron Austin and Carla Lurie. Also, two journey level apprentices helped out by sharing some useful information from the group, which they obtained from work experiences. Karim Shaid, spoke on the need to give a little more on the job in order to become more valuable to the employer and Dennis Stern gave some tips on safety and protecting your back while using the sledge hammer. A great vote of thanks goes to this dedicated crew. We would also like to thank the firms of Creegan & D'Angelo, K.C.A. Engineers and Meridian Technical Services for the use of their equipment, which made it a real hands-on session.

SAFETY

The safe operation of trucks and mobile equipment is critical to the success of any accident prevention effort. Operators must be thoroughly familiar with their assigned machines and need to be trained and skilled in safe operating procedures. Most importantly, operators must know and accept the basic principle that they are responsible for the safe operation of their equipment.

It is the operators responsibility to perform preventive maintenance checks and services, to inspect for defects concerning safety, to report problems and to see that safe operating practices are followed at all times.

(Continued on page 14)
By Don Jones, Fringe Benefit Director

We've often written about the skyrocketing costs of medical care in America. It's clear. To limit the effect these upward spiraling costs have on the lives of working Americans, we've filed issues back, in this paper, the feature article "Getting a Grip on Skyrocketing Medical Costs," by James Earp, (Sept. 1989 issue) this whole 'craze' in perspective.

One of the many components of the health care crisis, the article mentioned, was that there are 37 million people-most of whom work for a living but are not poor enough to qualify for any health insurance. Our plans end up paying their medical bills because hospitals and doctors offset unreimbursed expenses by charging higher prices.

The recent article in the San Francisco Chronicle "New Crisis in Health Insurance," by David Talier and Lori Olazewski, Chronicle Staff writers, Feb. 26, 1990, page 1 addressed a similar component of the health care crisis. We quoted the first part of the article for you here:

"Insurance companies are systematically driving away thousands of people with costly health problems each year, creating a new population of uninsured with no way to pay for medical care..

To limit their risk, private health insurers have drastically increased premiums, refused coverage and changed the formulas, blacklisted entire occupations or simply canceled groups with high medical bills.

Insurers say they have resorted to such tactics out of desperation to deal with an astronomical rise in health care expenses and billions of dollars in losses. Others say the practice completely undermines the basic principle of insurance: to spread the risk and the cost, among as many people as possible.

"If you're going to exclude from the insurance system the people that are most likely to make claims, that's not an insurance system anymore," said Peter Hiam, former insurance commissioner of Massachusetts.

The insurance problems have profound ramifications even for those in perfect health. As companies continue to cancel policies, healthy workers will pay more of their taxes to support already-overburdened county hospitals and public health clinics. In addition, all health care bills will rise as doctors and hospitals raise their fees to recoup losses from treating those with no insurance.

The situation has steadily worsened in the past decade as medical costs have doubled to $600 billion a year, pushing the system to what many now say is the breaking point. The nation's uninsured population has swelled to 37 million, including a surge of 20 percent in California alone.

For the individual, the problems are immeasurable. The loss of insurance is often a final insult for those already confronting the trauma and pain of a major illness."

Many Changes

The Medicare Catastrophic Coverage Act of 1988 has been repealed by Congress. The benefit improvements which went into effect in 1989 are eliminated as of January 1, 1990, and those that were scheduled to go into effect in 1990 and 1991, by the Act, will not be implemented.

Effective January 1, 1990, the first day part "A" Hospital deductible is $592. With the repeal of the Medicare Catastrophic Coverage Act, this amount ceases to be an annual deductible and reverts to a per "Benefit Period" charge. In addition, the other premium Medicare Catastrophic Coverage Act co-insurance formulas are reinstated at higher amounts.

The additional Medicare Part B premium for the catastrophic coverage ($4 per month in 1989) will cease effective January 1, 1990. However, it has been reported that the Medicare Part B premium for the catastrophic coverage is likely to continue to be deducted Social Security checks through May 1, 1990.

The Medicaid Administration will need five months to re-program its computers to drop the monthly premium for the catastrophic coverage. The premiums deducted for the first five months of 1990 are expected to be refunded to participants in June.

The income-related surtax on Medicare-eligible individuals was repealed as of January 1, 1989. People who took it into account in their 1990 tax returns, had estimated tax payments in 1989 may be entitled to refunds when they file their 1989 tax returns.

Aside from the catastrophic coverage, it has been reported that the monthly premium for Medicare Part B will be increased slightly from $27.90 effective January 1, 1990.

Pre-Retirement Meetings

Please make every effort to attend the upcoming Pre-Retirement meetings in your area. Engineers age 50 or older and not yet retired are urged to attend. All Engineers are welcome. Representatives from the Credit Union and the Trust Fund Office will join us at the meeting in field any questions you may have about retirement. We'll see you there. (Bring your Pension and Annuity statements with you).

Pension and Annuity Statements

Engineers will soon receive Pension statements for the Plan Year ending December 31, 1990. Engineers working under collective bargaining agreements that provide for Annuity contributions will also be receiving an Annuity statement. Please compare the statements with your own record to make sure it is correct. Follow the instructions on the back of the statement for corrections.

Vacation Pay Transfer

In accordance with various collective bargaining agreements, vacation pay issued directly to you instead of to the Credit Union, you may do so by filing a Semi-Annual Payment Request with the Trust Fund Office. You may obtain a request form at the district office or at the Fringe Benefit Center.

The Trust Fund Office must receive your completed request card no later than April 30, 1990. Checks will be issued May 15, 1990. Accounts on inactive status at the time of transfer or time payment option are not affected by this transfer.

For active members and spouses (Schedule A) only—Health Examinations Mobile Health Testing Program

The Mobile Health Testing Program for eligible active members (Schedule A only), provided by Health Examinations, has returned. You will be notified when the program is in your area. Call for an appointment, toll free, 1-800-542-6233, between 8 a.m. and 9 p.m. Monday through Friday and Saturdays 7 a.m. to 11 p.m. Please check the dates and locations listed.

Schedule of Health Examinations

Apr. 5, 6, 9, 11, 14, 17, Redding, CA 12, 13, 17, 18, 19.

Apr. 20, 21, 24, Redding, CA 27, 28, 30, 31.

Apr. 25, 26, 27, 30, 31.

Apr. 29, 30, May 1, Chico, CA

May 2, 3, 4, Chico, CA

May 7, 8, Paradise, CA

May 10, Truckee, CA

May 11, 14, 15, 16, 17, 18, 19, 20

May 19, 21, 22, 23, 24

May 23 through mid-June, Fresno area.
**District Meetings**

District meetings convene at 8 p.m. with the exception of District 17 meetings, which convene at 7 p.m.

**April**
- **District 8: Auburn**
  - Auburn Fairgrounds, Gold Country 1273 High St. (Suite Room)

**5th District: Richmond**
- Point Marina Inn 915 W. Cutting Blvd.

**10th District: Livermore**
- Engineers Bldg. 2006 Broadway

**10th District: Kauai**
- Waiou Elementary School 3419 Hardy St.

**11th District: Kona**
- Kohalua School Kaahekua

**11th District: Redding**
- Engineers Bldg. 100 Lake Blvd.

**12th District: Marysville**
- Engineers Bldg. 1010 1st St.

**17th District: San Mateo**
- Laborers’ Hall 300-7th Ave.

**19th District: Fresno**
- Cedar Lanes (Walnut Room) 3131 N. Cedar

**24th District: Oakland**
- Kahului Public Library, 90 School Rd.

**25th District: Hilo**
- Kapilani School 966 Kuau Ave.

**26th District: Honolulu**
- Kalani Waena School 1240 Gulick Ave.

**May**
- **8th District: Stockton**
  - Engineers Bldg. 1916 North Broadway

---

**District Election**

On June 6, 1990, at 8 p.m. at the regular quarterly District 12 membership meeting, there will be an election for a District 12 Executive Board Member to fill the balance of an unexpired term left vacant by resignation.

**Provo City Power Bldg. 251 West 800 No. Provo, Utah**

---

**HONORARY MEMBERS**

As approved at the Executive Board Meeting on March 11, 1990, the following retirees have 35 or more years of membership in the Local Union, as of March 1990, and have been determined to be eligible for Honorary Membership effective April 1, 1990.

- D. W. Barnard 057446
- Randy Booth 060378
- Arnold Cordova 034263
- George Carlson 079569
- William Carmichael 065779
- Jerry Delmas 071160
- Leonard Dondoro 057621
- David Funes 0821370
- George Garrett 0754290
- Freeman Haas 064555
- Leonard Hand 064528
- Sheldon Horem 0706357
- Tony Levy 0600635
- Donald Straitz 0486217
- Jay Sutler 0627516
- J.C. Tieman 0299075
- Robert Westphal 0802630

---

**Credit Union**

(Continued from page 12)

As you can see, the Credit Union is a complete full-service financial institution. If you know of someone in your family who would be interested in joining your Credit Union, either give us a call or they are welcome to call. We will have a membership package mailed to them and answer any questions they may have.

**Price Club to hold a Credit Union member promotion day**

Sunday, April 22, all Price Club locations will be conducting a Credit Union Member Day. As a Credit Union member you will be able to enjoy a continental breakfast, (to be served between the hours of 9 a.m. and 11 a.m.) and tour the Price Club facility. If you would like to attend, bring proof of your Credit Union membership, such as your monthly or quarterly statement, and proper identification. If you would like more information concerning the Price Club, you can either contact your local Price Club, or any of the Credit Union’s branch offices.

---

**Safed Members**

Business Manager Tom Stapleton and the officers of Local 9 extend their condolences to the families and friends of the following deceased:

**FEBRUARY**
- Jacinth Bruin of San Leandro, CA 2/29/90; Donald Bullard of Kearns, UT 2/26/90; Bill Carroll of El Dorado Hills, CA 2/16/90; Anthony Cimatti of Alameda, CA 2/19/90; Clyde Cumston of Orovile, CA 2/5/90; Melvin Demattel of Hillsborough, CA 2/3/90; Charles D. Duncan of Reno, NV 2/17/90; Harold Duncan of Yavapai, CA 2/13/90; M. W. Eden of Murray, UT 2/2/90; Byron K. Freeman of El Cajon, CA 2/6/90; V. L. Gardner of Merced, CA 2/22/90; Wilbur Hunt of Hayward, CA 2/1/90; Earl Moody of Silver Springs, NV 2/12/90; Charles Pacela of Hilo, HI 2/10/90; Jack J. Ryan of Mano Co, CA 2/19/90; Harry L. Smith of Reno, NV 2/11/90; Alva Watkins of Orovile, CA 2/18/90; Roy P. Williams of San Jose, CA 2/11/90.

**DECEASED DEPENDENTS**
- Cleo Bowden, Wife of Jesse Bowden 7/11/89; Anna Marie Rountree, baby girl of Randy Rountree 1/8/90; Alice Thompson, wife of Allen Thompson 12/20/89.

**Safety**

(Continued from page 12)

ambient noise level at the site where they are to be used. Subcontractors on these sites should also have to comply with this policy.

It should be seen that operators check to make sure the path is clear before backing or moving into work areas, and warnings should be given and acknowledged any time equipment is moved and there is a danger of someone being struck. Persons on foot should never approach equipment in operation until the operator has acknowledged their presence and given the all clear signal. It is again imperative that anyone who is interested in joining be informed that the correct and proper identification must be shown in order to attend the meeting.

4. Each crew worker should have a designated "back-up person" to signal when it is safe for operators to back equipment into work areas and to make sure everyone keeps clear of the moving equipment. Rules prohibiting drivers and operators from backing into work areas until signaled to do so should be strictly enforced.

Only the designated person should signal for equipment to be moved. That person should always be positioned on the operators side of the machine where he or she can see and communicate with the operator and still make sure the path is clear.

5. Barricades, warning signs or signals should be provided where people must work or travel through, also near heavy equipment operations or congested travel areas.

6. Near misses should be reported promptly and investigated so corrective action can be taken before a bad accident occurs.

7. Safety rules, practices and procedures pertaining to work with and around mobile equipment should be published and reviewed with everyone having exposure to equipment operations.
Union angry with arrests

(Continued from page 3) stolen gold concentrate from the mine's premises, even after five months of surveillance, but Battle Mountain Gold had no evidence that any of their gold concentrate was even missing.

"On March 13, this grievance went to arbitration and it was during the course of this meeting when we received word that a federal grand jury in Reno was preparing to issue indictments against the four men and that FBI agents were on their way to Battle Mountain to arrest them," Luba said. "The four employees were attending the hearing at our request as their union representatives, so we felt it was our obligation to inform them of this development and let them decide what they wanted to do.

"Their attorney tried to arrange for their surrender with the U.S. District Attorney, but he was unavailable. Still, every one of them volunteered to remain at the arbitration hearing, knowing that they were about to be arrested," Luba said. "They all hoped to testify and explain that they got this concentrate honestly from another source. Several hours later, the hearing was still in progress when the FBI barged in, slammed them up against the wall and cuffed them away in hand cuffs as if they were part of Al Capone's gang.

"These four employees are hardly criminals on the run," Luba said. "They were at the arbitration because they contend they are innocent of the charges and they want reinstatement and reasonable compensation from the company that unjustly suspended them without pay. Considering the flimsy evidence on which this case is based — and the fact that none of these individuals has at any time tried to circumvent the legal process — we feel the behavior of the FBI and local law enforcement officials is totally unwarranted."

According to testimony presented at the arbitration hearing: • The head of security at Battle Mountain Gold testified at the arbitration that, following an anonymous phone call, the four accused men were placed under surveillance for three months, but security found no evidence they were stealing gold concentrate.

• The company subsequently hired a private investigator from Denver. Within two months, all four of the accused had their homes searched pursuant to search warrants that had been obtained based on a gold sample which was stolen from one of the accused.

• Battle Mountain Gold claims the gold concentrate in question must be theirs because chemical tests confirm the probable origin of the concentrate. But the accused contend most of the gold concentrate actually came from an individual who owned a claim adjacent to Battle Mountain's property prior to his death in 1985. In fact, Battle Mountain Gold subsequently purchased some of that property.

Nevada member knows what union support means

(Continued from page 3) his job at Helms sometime in 1996.

Dave's rapid recovery can be attributed, in part, to the strong support he received from his wife, Susan; and Local 3 members who worked with him at Helms Construction. Not a day passed during Dave's hospitalization that a Local 3 co-worker didn't visit his bedside.

When Dave's medical insurance coverage reached its limit, Local 3 members raised over $3,000 to help pay for continued physical therapy, which was — and still is — vital to his recovery.

On March 9, Dave gave a presentation at the Washoe Medical Center using pictures and a story about his life before and after his illness, sharing with everyone the ordeal that almost ended his life.

Dave emphasized just how thankful he was for all the support he received from family and friends, particularly Poncho Williams, Jerry Casale, Scott Monticelli, Jerry Schafer, Lee Dang, Don Ott and Dave Bufford.

Dave's case goes to show that there's more to this union than jobs and heavy equipment.

TID employees join Local 3

(Continued from page 3) "The employees had been representing themselves in contract negotiations and in grievances," reports Business Rep. Bill Reeves. "And they did very well under the circumstances. But issues such as health and welfare, pensions, and the changing state of bargaining laws have grown increasingly more complicated."

Steve Hibbard, newly-elected president of the Employee's Association, was spending a lot of time at the library learning labor relations. He concluded that it was time for the TIDEA Employees Association to seek professional representation.

Reeves had been contacted by two TDI employees, Niel Ditzler and Tom Sexton, who were familiar with Local 3's reputation and believed the union was best suited to serve the needs of the TIDEA membership. They put Reeves in touch with Hibbard. With the help of these three, a series of meetings was held with union representatives and the workers. Local 3's program of representation was explained and questions were answered. The members were impressed with Local 3's track record representing public employees and with the variety of bargaining units that are part of the union. Because of those meetings and Steve Hibbard's conscientious leadership, the employees were able to make an informed choice. They decided overwhelmingly to cast their lot with Local 3.

"I have been impressed with the quality of the work force at TDI," reports Reeves. "During our meetings they have exhibited a high level of commitment to their jobs and to the community they serve. They also understand that they need to become an active part of the union and not just dues payers. They are eager to help the union rep in the business of improving their contract and their relationship with management. I look forward to representing this group."

TID employees represent many skills, trades and occupations, such as equipment operators, electrical line workers, technical specialists, canals tenders, construction workers, troubleshooters, and clerical workers.

Local 3 welcomes TID employees into the union. You've made a good choice.