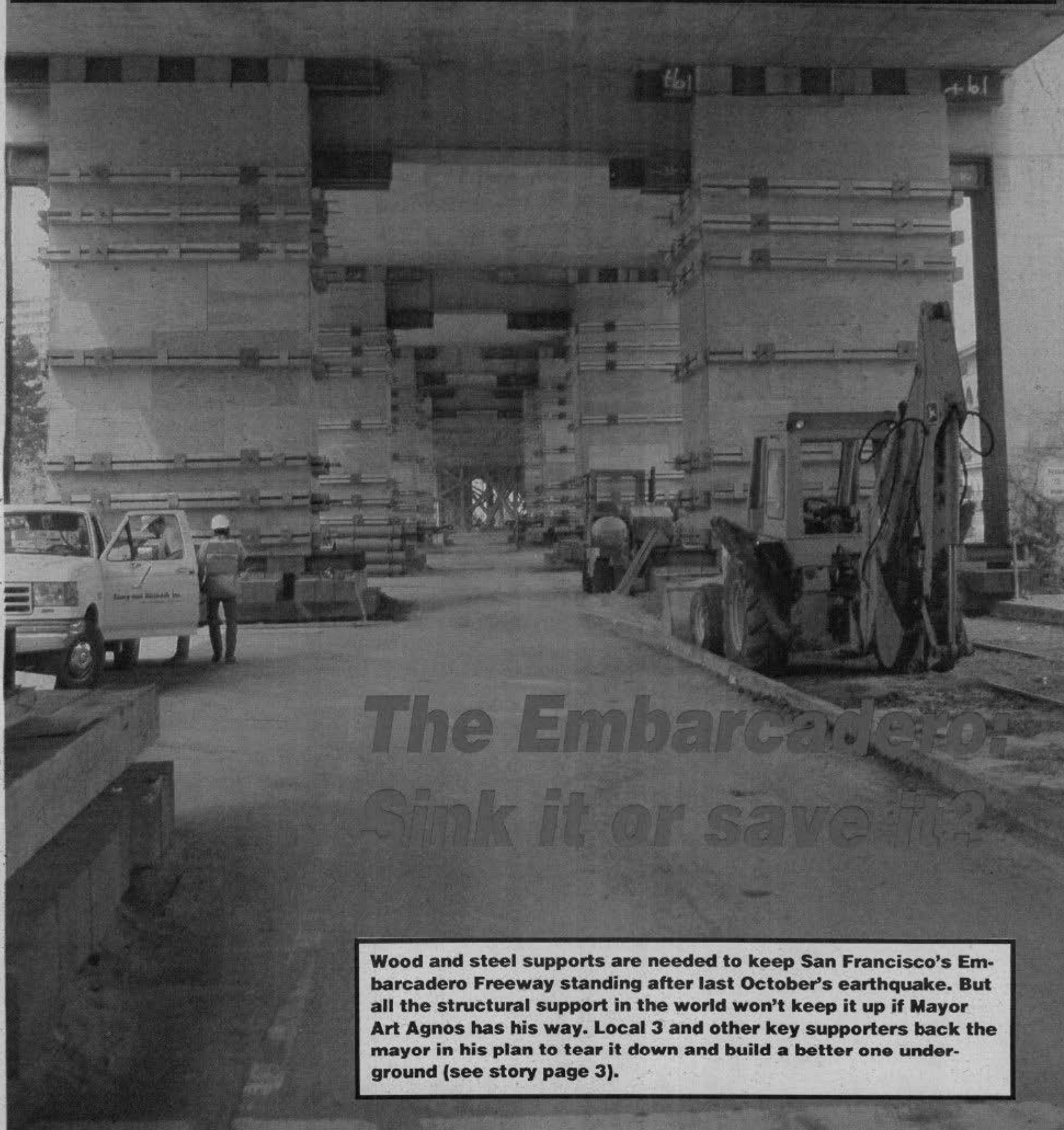


# Engineers News

VOL. 48, NO. 4

OPERATING ENGINEERS LOCAL UNION NO. 3, SAN FRANCISCO, CA

APRIL 1990



## *The Embarcadero: Sink it or save it?*

Wood and steel supports are needed to keep San Francisco's Embarcadero Freeway standing after last October's earthquake. But all the structural support in the world won't keep it up if Mayor Art Agnos has his way. Local 3 and other key supporters back the mayor in his plan to tear it down and build a better one underground (see story page 3).





## FOR THE Good & Welfare

By Tom Stapleton  
Business Manager

Every 10 years the states go through an agonizing political process known as reapportionment. In California, the reapportionment battle has always generated its share of political controversy, but this year it is especially heated.

Political conservatives have concocted two initiatives for the June ballot – Propositions 118 and 119 – which they hope will give them a better shot at taking over the California Legislature. I'm urging our members to vote against both of these measures, because they are detrimental to our own interests. Let me explain why.

Under the state constitution, the reapportionment of legislative districts must occur every 10 years to reflect changes in population as recorded in the national census. In California, the approval of redistricting plans is by majority vote of each house in the Legislature and is subject to the Governor's veto.

The Republicans complain that the Democrats – who have been the majority party in the California legislature – have drawn district lines that perpetuate the Democrats hold on the Legislature. (I wonder how zealous the Republicans would be to change the system if they had been the majority party these past 20 years!)

So the Republicans have drafted two different initiatives in the hope that at least one of them will pass. Proposition 118 has a literal grocery list of issues it attempts to address. It requires that any redistricting plan be approved by a two-thirds majority of the Legislature, after which it must be submitted to the voters for approval. It mandates that state Senate districts be comprised of two adjacent Assembly districts and alters the timing of Senate elections so that all members of the body are elected at the same time. As a result, some Senators would serve only a two-year term in the first election after reapportionment.

Proposition 118 also expands the Legislative Ethics Committee and establishes a whole list of new "ethics" regulations for legislators.

We feel the initiative is ineffective as an ethics reform measure because it contains too many loopholes and vague guidelines which allow politicians to circumvent the intended restrictions. The redistricting language is also no good because (1) there's no way you will ever get two-thirds of the Legislature to vote the same on anything as controversial as a redistricting plan and (2) even if you could, this proposal would only serve incumbents – be they Democrat or Republican – since the only way to secure passage of a plan will be to draw districts that many legislators will support.

(Continued on page 17)

### Why vote "NO" on Propositions 118 and 119

# Cal-OSHA to get tough with safety violators

*Editor's note: important new laws strengthening CAL-OSHA's ability to enforce state occupational safety regulations have been passed or are being considered. One law in particular, Senate Bill 198, will change the way CAL-OSHA does business. This month Engineers News will examine the worksite inspection portion of the bill, and in May we'll take a look at how the law will affect employer's worksite injury prevention programs.*

**I**N JANUARY 1987, CALIFORNIA GOVERNOR George Deukmejian nearly delivered a death blow to CAL-OSHA by severely reducing its budget and jurisdiction. Under the governor's scheme, occupational safety inspection authority for the private sector was turned over to federal OSHA, while CAL-OSHA retained authority over the public sector, which accounted for only 12 percent of the agency's previous workload.

Needless to say, this move severely weakened CAL-OSHA's ability to ensure workers' safety. Legal battles waged all the way to the State Supreme Court ensued. Eventually, voters approved in November 1988 Proposition 97, which required Deukmejian to reinstate CAL-OSHA to its original status.

Thanks to labor's efforts—and those of pro-union lawmakers in Sacramento—CAL-OSHA programs are, for the most part, back in place and fully operational in both the public and private sectors after two years under federal OSHA. While the agency still has its problems, Prop. 97 helped resurrected CAL-OSHA from Deukmejian's bureaucratic graveyard.

The restoration of CAL-OSHA has provided opportunities for lawmakers to make adjustments and improvement in the state's occupational safety programs. One such improvement has come via the passage of Senate Bill 198, which makes sweeping changes in CAL-OSHA's injury prevention and inspection programs.

Under the new law, employers cited by CAL-OSHA for violations of California's worker safety rules will face stricter requirements, harsher penalties and, in some cases, notices of agency reinspection. On April 2, CAL-OSHA investigators began enforcing these new rules that focus on an employer's responsibility to abate conditions found to be in violation of state safety laws.

When a serious violation is found during a CAL-OSHA inspection, under the new law, the employer is given a certain period of time to correct the hazard. The employer is required to submit a signed statement to CAL-OSHA indicating that the violation was corrected during that period. Failure to comply within 10 days could result in a fine doubling the penalty

## You Can Still Register to Vote!

**Just dial 1-800-345-VOTE**

The California Election Division will send you a registration form, which includes return postage paid.

**It's easy and Propositions 111 & 108 make it vital for your future!**

proposed for the initial violation.

In addition, the new law would authorize CAL-OSHA to:

- Impose civil penalties up to \$2,000 on violators retroactively to the end of the abatement period if an employer fails to comply.
- Post for three days a notice prepared by the agency indicating, in cases where the employer complies, that the violation existed but was abated.
- Conduct a reinspection within 45 days

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## Engineers News

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# Embarcadero may be on it's way down

## Mayor Agnos says tear it down and build a better one

By Steve Moler  
Assistant Editor

For the past 30 years, San Francisco's Embarcadero Freeway served as a vital traffic artery between the Bay Bridge and the city's touristy waterfront, its on and off ramps moving vehicles in and out of Chinatown, North Beach and Fisherman's Wharf.

But the October 17 earthquake crippled the two-tiered concrete freeway, weakening its vertical columns so severely Caltrans had to close the mile-long route. Meanwhile, steel and wooden braces have been placed underneath the structure to keep it from collapsing altogether while state and city officials ponder what to do with the huge wreck.

Now, it seems, San Francisco Mayor Art Agnos has the answer. He has proposed an ambitious yet controversial plan to tear down the damaged freeway and replace it with a sunken expressway.

Beginning in September 1991, according to the plan, the elevated portion of the Embarcadero Freeway between Beale Street and Broadway in front of the Ferry Building would be demolished and replaced with a six-lane sub-surface expressway along the same general route.

The new expressway would go underground at Mission Street and re-emerge at Washington Street. A plaza extending from the Ferry Building to just beyond Broadway towards Fisherman's Wharf would be built above the expressway, thus opening up the waterfront to pedestrians.

"This plan represents the removal of one of the ugliest blights on the face of any American city," Agnos said. "It means

restoration of the waterfront, better access for people, open space where freeway ramps now sit, improved views, and advantages for MUNI without sacrificing the value of moving traffic quickly in and out of the area."

At least two separate construction companies would probably be involved in the project: one to knock down the old freeway and another to construct the new underground expressway. Because the Embarcadero Freeway was constructed within several feet of some downtown buildings, demolishing it would require more expertise, according to San Francisco Public Works Director Dave Evans. After the old freeway is demolished, a general construction company would likely be contracted to build the sub-surface expressway.

The entire project would take about four to six years to complete and cost \$120 million.

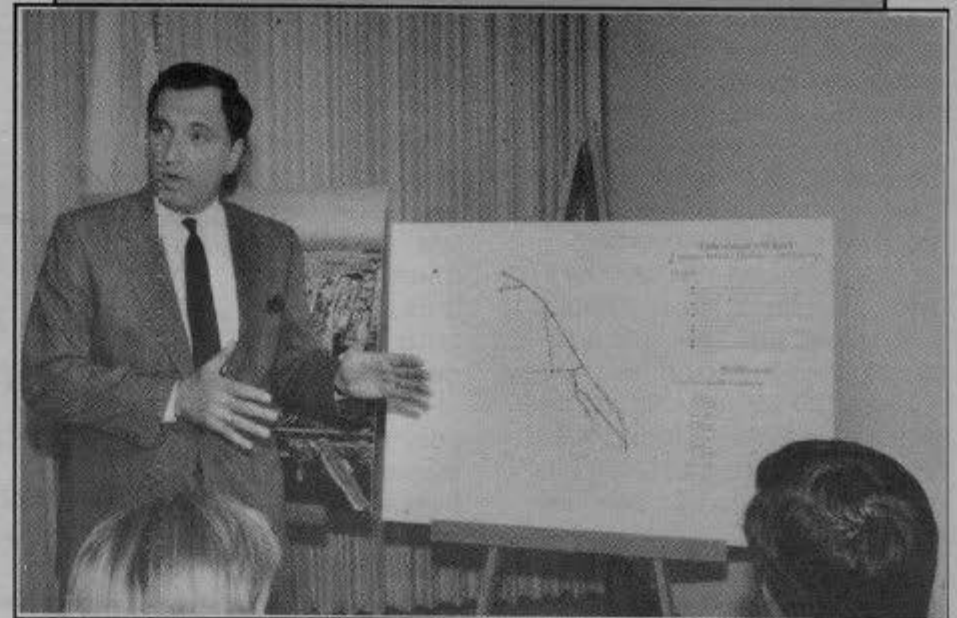
But neither San Franciscans in particular nor Californians in general would foot much more than 15 percent of the construction bill if Agnos gets his way. About 86 percent of the project would be funded with federal disaster recovery money that was earmarked for roads and freeways after the October earthquake. The rest would come from state emergency funds and possibly from some local money made available from the half-cent sales tax increase for transportation that voters approved last year.

Agnos began lobbying for those federal funds earlier this month when he traveled to Washington D.C. to meet with Transportation Secretary Samuel Skinner. While Skinner was "receptive" to Agnos' plan, no firm commitments were made. Federal highway officials



Drawing courtesy of S.F. Chronicle

An architectural drawing (above) shows how San Francisco Mayor Art Agnos' plan would look upon completion. The mayor (below) unveiled his ambitious yet controversial plan at a March 29 press conference at the San Francisco City Hall.



in the Bay Area say Agnos may have difficulty persuading the "feds" to finance the plan because the emergency aid legislation enacted by Congress last year was intended to restore structures to safety, not make civic improvements.

Agnos plans to return to Washington in mid-May, probably accompanied by supervisors, to try to convince the federal government that his plan indeed is an appropriate use of federal emergency relief funds. The mayor

says he needs at least \$103 million from the emergency fund.

Caltrans, on the other hand, has developed a plan to repair the existing freeway by September at a cost of about \$32 million. One of the world's foremost structural engineers, University of California Professor Emeritus T.Y. Lin, was hired to study the damaged freeway. He has recommended jacketing the huge columns with bands of steel joined at the corners by protrud-

(Continued on page 4)





Demonstrators converge on City Hall to voice their opinions on proposal to tear down Embarcadero Freeway.

## Embarcadero's future in question

(Continued from page 3)  
ing steel rods covered with additional layers of concrete.

But some engineers have expressed doubts about a retrofitted freeway's ability to withstand a strong earthquake. No doubt, they say, a repaired freeway could be made stronger than before the earthquake, but just how strong is uncertain. Critics of the retrofit say the Caltrans plan lacks basic research to determine just how safe a repaired freeway would be.

From the moment Agnos unveiled his plan at a March 29 press conference, the issue has polarized the city like two huge magnets.

Supporters hope to exploit the plan to rid the city of an eyesore. Pulitzer Prize winning environmental design columnist Allan Temko, writing in the April 16 *San Francisco Chronicle*, wrote in favor of the mayor's plan, so that "San Francisco again can be the *beau ideal* of a civilized American metropolis, as it was before the freeway transformed one of the loveliest waterfronts in the world into one of the most obscene."

During the freeway's initial planning in the early 1950s, concerns about its aesthetic appeal were voiced. When the supporting columns in front of the Ferry

Building reached their full height of 70 feet during construction, some citizens began to have second thoughts. But it was too late. The aesthetic monster—the symbol of a good intention gone awry—stood at a construction point of no return, and since then, San Franciscans, for the most part, have tolerated the much maligned hulk, that is, until the earthquake struck.

While supporters of the mayor's plan have stood behind the aesthetics argument, opponents are screaming about the traffic problems the project would create during the four to six years of construction. They argue that businesses, which rely heavily on tourism, would not survive a lengthy traffic disruption along the Embarcadero.

Merchants in Chinatown, North Beach and Fisherman's Wharf claim business already has dropped as much as 30 percent since the earthquake, and to sustain those losses for an additional four to six years while the new expressway is built would devastate their businesses.

Even after completion of the sunken expressway, traffic capacity during rush hour would be about 10 percent less than with the elevated freeway, with about 25 percent less room to stack cars waiting to get on the Bay Bridge, according to an independent study commissioned by the city.

But Agnos has countered with a traffic congestion relief component of his own that would create "express streets" downtown to facilitate rush-hour traffic. Certain

streets, such as Drumm, would be changed from two-way to one-way streets. Medians would be removed to add another traffic lane and parking regulations would be strictly enforced. Signal lights would also be reset to move north-south traffic more quickly during peak hours.

To help merchants even more, the mayor's Office of Economic Development is studying the feasibility of offering economic aid to small businesses that may otherwise be doomed by a lengthy closure of the Embarcadero.

But merchants say such a pro-

gram would be unmanageable, and that only a quick reopening of a repaired Embarcadero Freeway would avert economic disaster in these three neighborhoods.

To show they meant business, area merchants staged a three-hour shutdown of Chinatown coupled with a "Save 480" demonstration at City Hall on April 16, the day the San Francisco County Board of Supervisors took a vote on the mayor's plan. Bus loads of Chinatown activists converged on City Hall, the crowds filling the supervisor's chambers and spilling into the nearby hallways and the City Hall rotunda. Outside on the City Hall steps demonstrators from the Southeast Asian American Chamber of Commerce held banners that read "Save jobs not views."

But the supervisors rejected the merchants' argument in favor of giving the mayor more time to demonstrate the plan's feasibility. The supervisors voted 6-5 in support of a resolution giving Agnos until August to find the funding and provide information about how traffic and business concerns will be addressed.

The resolution also requires Agnos to order an environmental review to study the soft soil conditions under the freeway. Agnos has said he would abandon his plan in favor of the Caltrans retrofit if favorable environmental reviews were not attained.

Needless to say, merchants were outraged by the vote. Rose Pak, a Chinese Chamber of Commerce consultant who organized the Chinatown shutdown, called the decision "gutless" and "spinless." Regardless of what happens, a speedy repair of the Embarcadero Freeway now seems doubtful.

While Agnos may have scored points with the supervisors, his plan is still far from reality. He has to secure at least \$103 million in grants from the federal government coupled with about \$17 million in state and local matching funds, he has to come up with an economic and traffic congestion plan that will satisfy the supervisors, and the environmental studies must be favorable.

Considering this equation, months—even years—may pass before the first wrecking ball slams into the crumbling Embarcadero Freeway. But then again, there was a 15-year lag between the time the decision was made to build the Moscone Convention Center and the day it finally opened for business.



# Do you make a living from construction?

*If so, the most important ballot measures affecting your future will be decided June 5*

Proposition 111 and 108 make up an innovative and comprehensive transportation funding package designed to tackle California major traffic nightmares.

Prop. 111 would consist of a 9-cent-a-gallon gasoline tax increase over the next 10 years (5 cents per gallon beginning August 1 and an additional 1 cent-per-gallon increase for the next four years) and a 55 percent truck weight fee increase.

Prop. 108 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.

**And vote your way out of traffic congestion and into job security and a better life**

**For just \$60 a year – half the price of a daily newspaper subscription – here's what your gasoline tax increase will do:**

- Make our freeways, bridges and streets more earthquake safe.
- 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.
- Create thousands of jobs for highway construction workers.

## **What are the alternatives if Props. 111 and 108 aren't passed?**

By the turn of the century our state's transportation picture will look like this:

- Congestion delays will double – perhaps even triple – and will cost each motor between \$3,500 and \$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 motorist's driving costs.

# **Vote "Yes" on 111 & 108**



# Turn back the clock and fire 'way them muskets

**O**N THE LAST SATURDAY OF EVERY MONTH, THE Humboldt River Muzzle Loaders (HRML) turn back the clock, not for daylight savings time, but to go back in time 200 years.

The dozen members shoot replica black powder rifles and pistols, and take part in other activities popular in the days of Daniel Boone.

This month's shoot will be a grocery shoot. The members will each bring a grocery item in a sealed brown sack to be used as prizes at the end of the competition. Generally, club members create such prizes as ball pouches and beaded pieces to decorate outfits, to name a few.

The club has an annual dues of \$15 per person (\$20 per family) and \$10 for junior shooters. These dues pay for the club's insurance and pay for the prizes that are awarded to the top shooters. The club tries to award \$250 prizes, which the shooter can use to purchase a new rifle. A \$100 prize goes to the top woman shooter of the year. Every shooter receives a gift at year's end.

This year the club is working

to restore the targets and bathrooms at the Spring Creek Rifle Range where the club shoots each month.

Some members like muzzle-loader shooting for its mountain-man connections, others for the year-round muzzle-loading hunting practice.

Rifles have been used for about 500 years. The first rifles, dating back to 1381, were nothing more than small hand cannons. Gunpowder was poured down the barrel, a lead or stone missile was tamped on top of the charge, and the weapon was fired with a match thrust through a touch hole in the top of the barrel.

Matches gave way to a wheel lock, which used friction and sparks. Later, a hammer was added to the wheel. The hammer held a piece of flint that would strike a steel plate called a frizzen. These were called "flintlocks" and used through the Mexican-American War. We mostly remember this rifle as that famous Kentucky Long Rifle used by Davey Crockett at the Alamo.

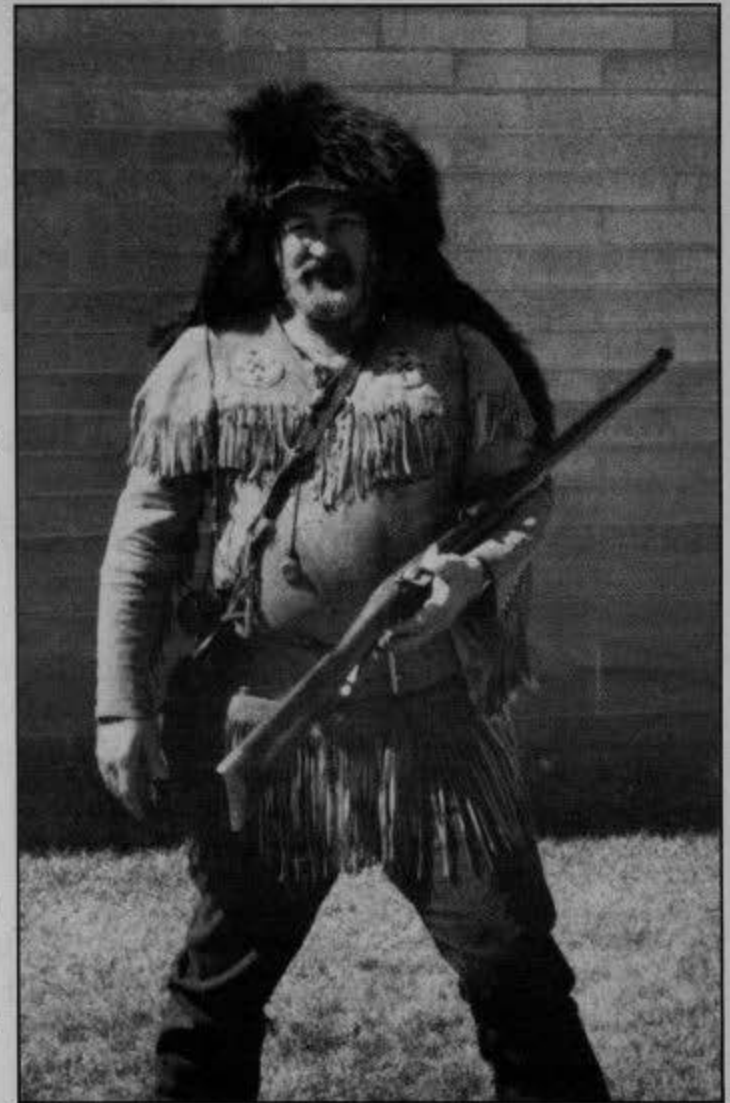
During the American Revolution we saw how the use of rifling improved the distance and accuracy of the weapons. The Ameri-

cans added a twist by using a cloth patch to seat the ball in.

Percussion cap weapons were developed by Alexander Forsyth in 1807. He discovered a compound that ignited when crunched between two metal surfaces, called percussion powder. In 1814, Joshua Shaw invented the percussion cap, which contained a small amount of percussion powder and was placed on nipple in the barrel, then struck by dropping the hammer striking the cap.

The Long Rifle gave way to the Buffalo Guns and were popular between 1820 and 1860. Jim Bridger was famous for his .50-caliber Hawken Brothers rifle.

Most rifles used by HRML



Earl Longo, Local 3 member at Newmont Gold

members are similar to the Hawken or percussion cap version of the Kentucky. However, Earl Longo of Newmont mine keeps his "flintlock" handy in case of Indian attack.

## Co-dependent is great 'supporting actor'

In the February issue of *Engineers News*, we discussed co-dependency and how people who live with an addicted person themselves become addicted to the addict. Co-dependents take on a certain behavior, a script that includes either implicit or explicit rules against any open, honest interpersonal communication or expression of feelings. The co-dependent is the world's greatest supporting actor, living life through the major player: the addict. In the process, the "co" eventually loses his or her identity and self-worth.

So, the commonly-held myth that using illegal drugs doesn't hurt anyone but the user is sheer fantasy.

Substance abusers commonly distress and confuse those closest to them to such an extent that co-dependency is becoming a commonly acknowledged dis-

ease with recognizable—and treatable—symptoms.

But first, let's discuss briefly the most commonly abused substances: cocaine, marijuana and alcohol.

Doctors define addiction as the "compulsion to use a drug and the loss or control over the amount used," and these doctors conclude that using this definition, "cocaine is unquestionably addicting."

They add: "Cocaine is a powerful and tenaciously addictive drug. Symptoms related to the



addiction are progressive, predictable and potentially fatal. Physical health deteriorates, and the ability to function in employment and interpersonal relationships gradually erodes.

"Few cocaine abusers use only cocaine, which alone and combined with other drugs is responsible for

many serious medical and psychiatric complications.

"A further problem may arise due to the addition of adulterants to the cocaine. Drugs that

have been used to cut the cocaine include amphetamines, PCP, ephedrine, caffeine, lidocaine, and procaine. The user may be unaware that other psychoactive drugs have been added to the cocaine and thus may not be prepared to handle the effects of the resultant drug interaction."

Every time cocaine or crack is used the user risks death.

Marijuana also can cause serious psychological problems, particularly if the user had a submerged or suppressed tendency towards these problems before becoming a marijuana user.

Marijuana smoke contains more cancer-causing agents than tobacco and is almost four times more deadly than cigarette smoking. The user can develop ulcers on the lungs.

Marijuana also increases the heart rate by as much as 50 percent, causes serious chest pains, and can damage the chromo-

(Continued on page 17)



## TEACHING TECHS

By Art McArdle, Administrator

The Northern California Surveyors Joint Apprenticeship Committee held its Completion Ceremony for the graduates of 1979 to 1989 March 18 at the Oakland Hyatt.

Speakers at the ceremony were Leo Ruth, founder of Ruth and Going, Inc. and chairman of the NCS Trust Fund; Tom Stapleton, business manager of Operating Engineers Local Union No. 3 and vice-president of the International Union of Operating Engineers; and Stan Kangas, president of Brian, Kangas, Foulk & Associates and chairman of the Northern California Surveyors Joint Apprenticeship Committee. Over 100 individuals attended and watched the Chain level and Party Chief graduates receive their recognition awards. Chain graduates received Pewter Transit Lapel Pins and party chief graduates received the lapel pins and belt buckles embossed with a transit and a plumb bob.

Others in attendance from the Operating Engineers Union Local 3 included Don Doser, president; Bill Markus, recording corresponding secretary; Frank Morales, director of Technical

Engineers; John Tony, Technical Engineers business representative; and Larry Uhde, administrator of the Operating Engineers JAC. Others in attendance from management were Robert Crosssett and Elroy Rakstad from Delta Bay Land Surveys, Ralph B. Hoyt from Bay Counties Civil Engineers and Land Surveyors Association, Rex Meins from Meridian Technical Service, and Fred Seiji from S-K & Associates.

A reception followed and many survey stories were exchanged. By the reception's end, most of the food was gone, an indication that a good time was had by all.

We are changing classes as the apprentice and journey upgrades move to other work areas. While we have added a class in Redding, we are dropping one of the San Mateo classes. We have shifted some instructors to other areas. Mike Rennick has left Oakland for Pleasant Hill. Merle Eli (moving to the Oakland area from Redding) will take over Mike's Oakland class. Tony Rubio will be taking on the San Mateo class. This leaves Mark Trimble as a substitute instructor and

Dan Drummond taking a leave of absence.

Sixteen apprentices attended our February 24 hands-on training day, which began with an orientation and safety review. Then apprentices broke into groups and went outside for some hands-on training including slope chaining and sledge work with instructor aide Carla Lurie, level use and pegging with instructor Mark Trimble, radial stake out with instructor Tony Rubio and angles and topo with EDM with instructor Floyd Harley. Mike Rennick coordinated the hands-on training.

Also in attendance was Sharon Meadows, EEOC compliance monitor. The full day of activity was made possible by three companies that furnished survey trucks and equipment. A big thanks goes to Creegan & D'Angelo, K.C.A. Consulting Engineers and Meridian Technical Services.

Ron Austin, instructor aide, provided humor and photographs. The day was an excellent learning session for all in attendance.

## YOUR CREDIT UNION

## Checking account without gimmicks



Lately, we've all been reading articles and seeing advertisements from banks and savings and loans offering a new type of insurance coverage on checking accounts. They

advertise that the insurance is "free" for warranty extensions and purchase protection. Sounds too good to be true, doesn't it? As with most advertisements, it's a good idea to read the fine print. These ads are no exceptions.

After the Credit Union researched and analyzed the insurance offer, we found that this insurance can be difficult to activate and provides you with no more coverage than your homeowner's or renter's insurance policy. As a matter of fact, this insurance acts only as a secondary coverage to your existing insurance policy.

The buyer protection covers only the first 90 days from the date of purchase, and there are maximum limits on the claim amounts. Some of these insurance policies will not cover certain types of merchandise.

We have decided not to offer these insurances on your Credit Union checking account. Instead, we prefer providing our members with a good consumer checking account, without the gimmicks. We ask that you compare our checking account with those offered by any of these institutions. You'll find that a Credit Union checking account offers you:

- No monthly fee, no matter what your account balance.
- Interest paid on all balances of \$300 or more at 5 1/2 percent interest.
- Six free ATM withdrawals per month at convenient locations using the Star, Exchange or Cirrus ATMs.
- 800 telephone numbers for account reconciliation.
- Our convenient C.A.L.L. Automated Teller service.

We realize that some insurance is helpful for all con-

(Continued on page 18)

## FRINGE BENEFIT FORUM

By Don Jones, Fringe Benefit Director



The newspaper 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 percent increases not uncommon."

In April 1989, we wrote to you that Local 3 had processed a record number of health insurance claims. There were 22 percent more claims and 22 percent more dollars spent in fiscal year 1988 than in 1987. Kaiser's rates increased 14 percent in 1988.

This fiscal year, which ends April 30, set another record. Costs for the year reached over \$51 million, an 11 percent increase from 1988. This increase included a 19 percent rate increase at Kaiser for those who use that health plan.

Claims continued to be a major reason for the increases. The Health and Welfare Trust Fund spent \$7,856,335 more than it received in contributions and other income.

We expect another new record will be set this year. We predict \$56 million will go out for benefits this fiscal year, which ends April 30. On top of this, Kaiser again increased its rates 19 percent.

Cost containment has definitely saved money. Without contracting hospitals, physicians and other providers, our costs would have been several million dollars higher each year.

#### Why are health care costs increasing so fast?

• Hospitals and doctors are facing higher expenses than anticipated, particularly in salaries.

• Doctors are facing substantial increases in operating expenses, especially malpractice insurance.

• Hospitals and doctors also raise their prices to compensate for general inflation.

• The trend toward ambulatory rather than inpatient care did not result in any substantial decrease in costs and resulted in an increase in volume of transactions.

• Increased competition for maintenance of market share by health care providers did not re-

sult in price reduction but conversely in price increases.

• Increased hospital and physician fees also tended to respond to various cost containment initiatives undertaken by both public and private sector plan sponsors during the 1980s. Medicare, state Medicaid programs, and private sector plans implemented various types of reimbursement systems, using review programs, incentive plans and cost shifting to employees. To a great extent, these procedures to contain cost succeeded. As a result, occupancy rates for hospitals fell.

It's clear the temporary benefit changes made in May 1989 have helped. They were implemented to slow down the cost increases, which we estimate from 1989 to 1990 will be \$5 million compared to over \$6 million the year before.

#### Hourly contribution rate will have to go up

The Master Collective Bargaining Agreement provides for an opening in July for fringe benefits. Other agreements have

(Continued on page 18)



## NEWS FROM THE DISTRICTS

### Local 3 boycotts several Sonoma County wineries

A small group of wineries led by Martin Griffin of Hop Kiln Winery is threatening the gravel industry on the Russian River. These wineries apparently do not think that the rock sand and gravel operations of Syar and Kaiser are compatible with their business interests. Out of 155 wineries in Sonoma County, only about 10 of these wineries are siding with Griffin. In fact, some of Griffin's followers are beginning to doubt his "environmental" logic. In response to Griffin's attempts to obstruct Syar's permit process, Local 3 operators have boycotted Martin Griffin and his Hop Kiln Winery. Long-time Local 3 member Jack Rist, who is a rancher in the valley and Syar employee, has been instrumental in leading the boycott.

The following Local 3 members advertised the boycott by handing out leaflets at several supermarkets and at Hop Kiln Winery on Saturday, March 31. A big thanks to Bob Cahill, Robert Sharpe, Jim Killeen, Tony Godoy, Leo Fernandez, Gary Lombard, Scott Rymer, Jack Keller, Pete Magri, Mike Houghes, Marshall Bankert, and Jerry LaMerill.

On April 3, the Sonoma County Board of Supervisor's met. Again, we had a large Local 3 member turnout. All of us owe thanks to: Jim Barrett, Ron Bergsen, Ken Boggs, George Bottorf, Barry Britton, Wesley Crandall, Frank Delfino, Gary Delfino, Mike Delfino, Gino Dericco, Joe Dishman, Lloyd Giannoni, Edward Hayes, Jerry Hofer, Raymond Kepley, James Knudsen, Ron Lyons, Pete Magri, Gary Lombard, Bob Cahill, Keith McPherson, Bernie McWaters, Ricardo Mendosa, William Prithard, Jack Rist, Scott Rymer,

Norm Sweet and Jeanine Tittsworth. I apologize to any of you whom I have forgotten to include.

As your district representative, it makes me feel like a million bucks to see so many of you involved. This is just what helps to make the difference. When someone like Hop Kiln takes us on, the company must know that we will hold it accountable for its actions. We have the power, so let's get involved and use it!

*Robert Wise  
Business Rep.*

### Drought a factor in work upswing

The work picture in Lake and Mendocino counties is definitely on the upswing, and our office is busy handling recalls and filling job orders. We have received only 18 inches of rain this year compared to a normal of 28 inches. This is proving to be the critical factor in an early beginning for the 1990 season.

We have about \$30 million in prevailing wage jobs on the books for the north counties, and some 90 percent of this has been awarded to good union contractors. A partial listing would include: Ghilotti Bros.: \$18 million, Cox & Cox: \$3.5 million, Baldwin Construction: \$2 million, Hogue Construction: \$3 million, Parnum Paving: \$2 million, Maggiora & Ghilotti: \$1 million, Benco Engineering: \$1 million and Mendocino Paving: \$1 million.

I am sorry to report that the \$5 million dam job at Homestake Mine in

*(Continued on page 17)*

### Four Local 3 mechanics conquer training program

Operating Engineers Local Union 3 extends its congratulations to members Melvin Grimm, Willie Guterrez, Ron Heikkila and Paul Sylvia, City of San Jose employees who graduated from the Mechanics Apprenticeship Training Program.

Individually, they completed 8,000 hours of on-the-job training in various automotive functions and 18 mandatory automotive classes with a grade of "C" or better. They finished the stringent graduation requirements in four years. Truly, they had earned the Certificate of Completion and the craft journeyman cards awarded them by the California Department of Industrial Relations.

Adding to the celebrations, both Local 3 and the City of San Jose presented them with achievement plaques. Lastly, the city promoted them to equipment mechanics. This incentive had been ensured during the final planning stages of the jointly administered apprenticeship program.

Early in the 1980s—and prior to the official formation of the Apprenticeship Committee/City of San Jose (AC/CSJ)—union and management representatives held discussions to decide the feasibility of such a program. Once convinced of its possible success, the informal committee developed some program concepts. Professional resources were sought to solidify the concepts into a defined step-by-step apprenticeship plan, with the goal of having more journey-level mechanics in the city.

The Division of Apprenticeship Standards be-



Graduates Ron Heikkila, Willie Guterrez and Melvin Grimm (center) pose with Mike Ingle (left) and Dick Nakamoto (right).



Graduate Paul Sylvia (with plaque at center) poses with Bob Doi, Dale Ozawa, Ken Phenicie, Sheila Chase, Samille Harris Carlson and Rubin Chavez.

came a valuable outside resource and the third co-sponsor for the venture. The apprenticeship consultant advised the subcommittee of the functions and responsibilities of a formal committee and explained the standards set by the Shelley-Malony Apprentice Standard Act, which governs the training and employment of apprentices in certain defined trades. A formal five-person committee emerged and was given the responsibilities of agreeing to a contract of

standards, interviewing and selecting candidates, supervising their on-the-job training and class work, and for the graduation ceremony.

The three co-sponsors—the City of San Jose, Operating Engineers Union Local Union 3, and the Office of the Administrator of Apprenticeship—saw their dreams come true with the promotions and graduation of four jubilant equipment mechanics.

*Samille Harris Carlson,  
Business Rep.*



# Marine World a huge splash

**F**OR THE SECOND CONSECUTIVE YEAR, THE OPERATING ENGINEERS LOCAL UNION 3 ANNUAL PICNIC EXTRAVAGANZA WAS HELD AT MARINE WORLD AFRICA USA IN VALLEJO ON SATURDAY, APRIL 14.

The 4,800 or so operating engineers, their families and guests enjoyed a fun-filled day of entertainment, food and drink, and animal shows. There were free balloons for the kids, souvenir T-shirts, jackets, and caps on sale, a raffle, and much more.

Picnickers began arriving around 9:30 a.m., and about an hour later the entire Shoreline Picnic Area was crawling with people. Soon after, however, most made an exodus for Whale Stadium to catch the dolphin and killer whale show.

After the show, lunch—consisting of hotdogs, potato salad, chile and beans, and green salad—was served. While

guests sat on the banks of Marine World's Lake Chabot munching those hotdogs, waterskiers performed aerial acrobatics. Between shows Rakhan, the Bengal tiger, cruised by on the bow of a motorboat, yawning and licking his chops as he passed in front of the crowd. No one was quite sure whether he was salivating over those robust hotdogs or the scent of bare flesh.

Throughout the day, picnickers were free to leave the picnic area and

roam about the park, taking in the many animal and marine mammal shows. At a jammed Sea Lion Stadium, for example, the seals and sea lions brought the crowd to its feet while performing skits and circuslike acts. Others attended bird, elephant, and lion and tiger shows, to name just a few.

When it was all said and done, the picnic

seemed a huge success, providing an opportunity for operating engineers, their families and guests to unwind and enjoy a day together under circumstances other than work. This day proved once again that being union is just plain fun.

*(For more photos, turn to pages 9 and 10.)*



Local 3 members enjoyed a great picnic and all the attractions of Marine World Africa U.S.A. this month at Local 3's second annual union-wide picnic.





The Thompson family (above), guests of operating engineer Steve McDonald, feast on lunch. The Thompsons perform acrobatics on Chabot Lake. Silvia Moler (lower left) gets a big kiss from a camel. Lee Letchworth (second from lower left) pedals his replica of an 1880 Penny Farthing. Greg Plympton (third from left), who works for Dillingham Construction, enjoys a pitipite by throwing a few ringers before lunch. Marine World's Kevin Keith and four-year-old (from left) monkey around with picnickers.



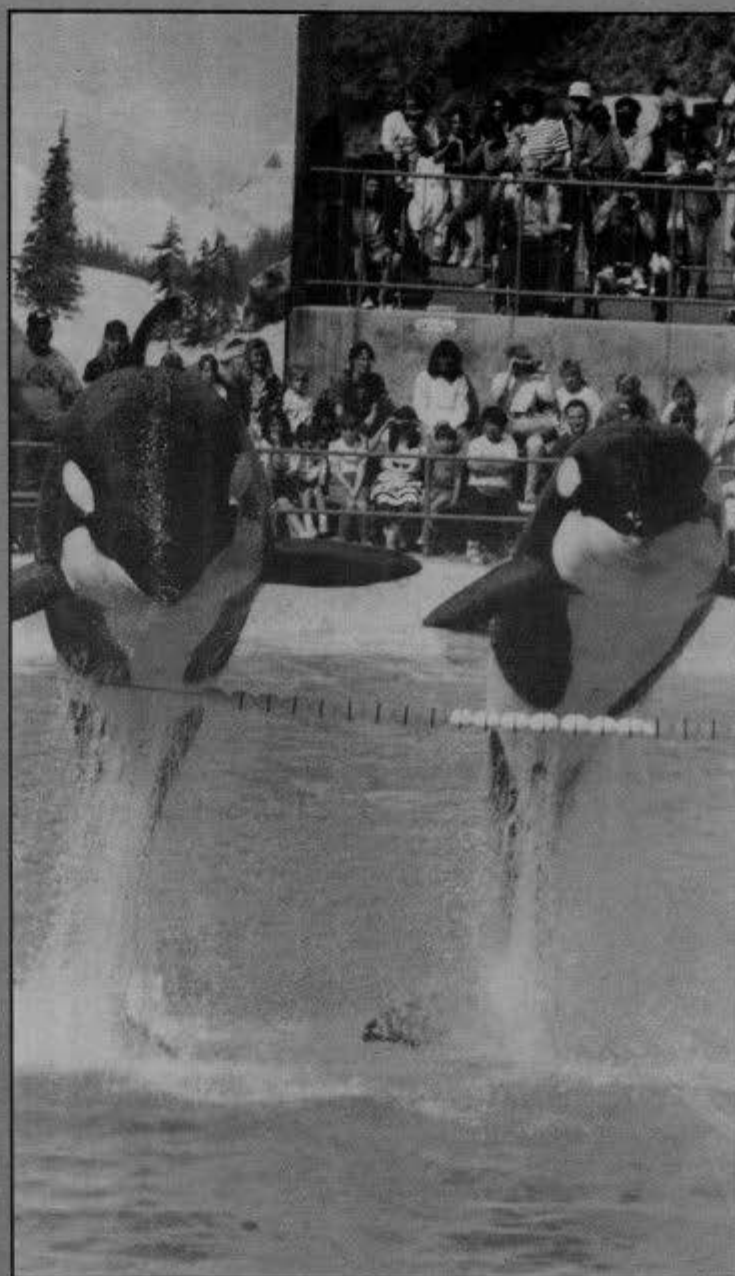
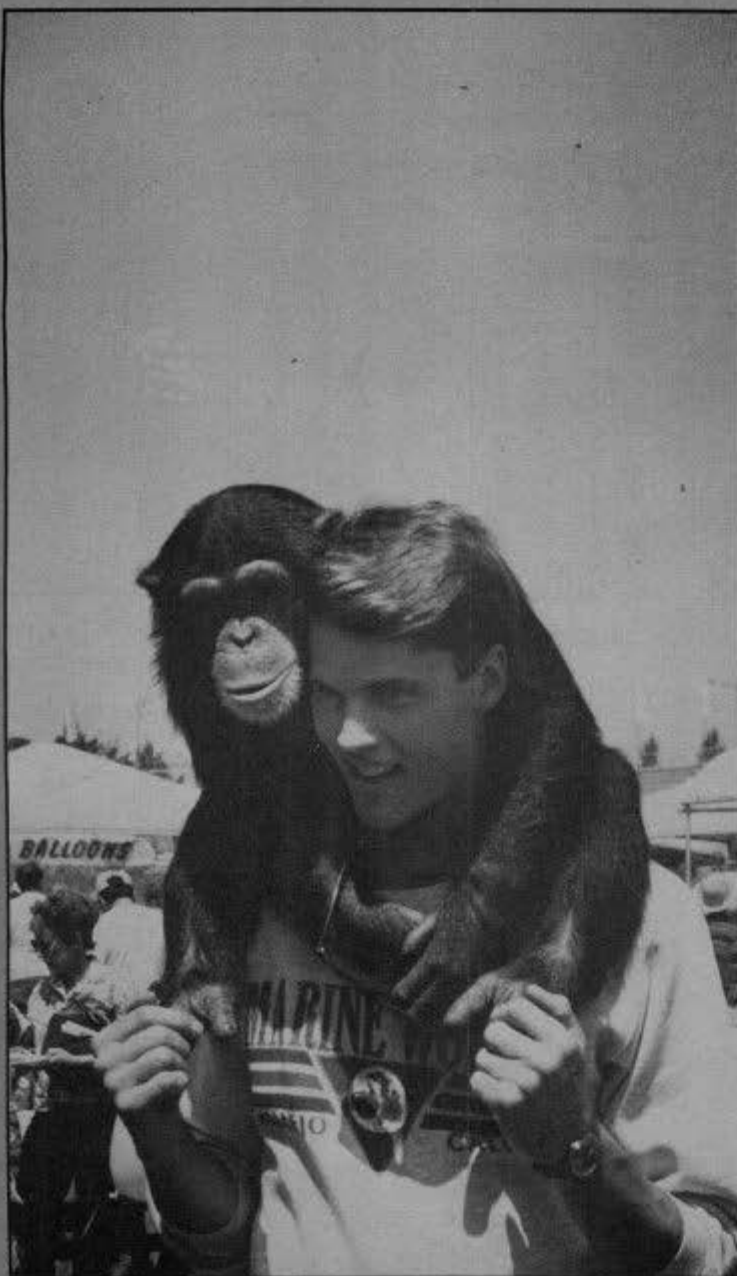




...nch while watching the wa-  
 ...3obi, a two-year-old Bactrian  
 ...ng bicycle around the Shore-  
 ...n Pleasanton, works up an ap-  
 ...ld chimpanzee Thiele (fourth



Two-year-old Pierre Marcel (left) shows his approval of the picnic while his father, Jean Pierre, an operator in Contra Costa County, looks on. Eight-year-old Meredith Bleier and nine-year-old Dana Dogali (above) get into the swing of the picnic using their Hula Hoops. Two killer whales perform at one of Marine World's most popular attractions. The huge mammals drench all those who were sitting in the first three to four rows. Beware next year.





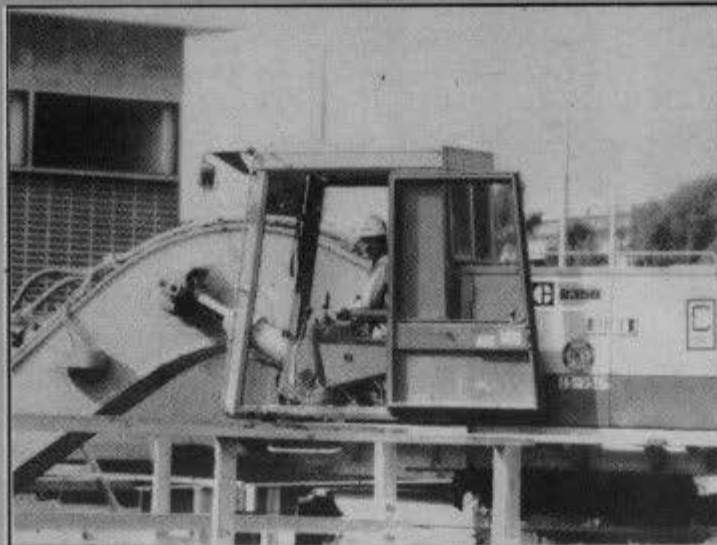
## NEWS FROM THE DISTRICTS

# New projects to keep Oakland hands hopping thru Oct. 1991

A lot of construction activity has been taking place in the East Bay MUD facility at the foot of the Oakland side of the Bay Bridge. A joint venture between Kiewit and Marmolejo should keep some of our hands busy through October 1991. The project, which began in July 1989, consists of constructing an expansion to the main waste water treatment plant.

Kuman-R.D. Morre also has a project on the same site, and there are several sub-contractors. Kiewit-Pacific will be driving about 2,000 piles. V.A. Blair and Mike Roger's Backhoe Service are also getting some hours on these projects.

*Dennis DeCosta  
Business Rep.*



Excavator Operator Dan Dennis



Forklift Operator Rusty Mantooth and Piledriver Operator Dennis Dorton



Hoe Operator V.A. Blair and Excavator Operator Dean Hiniger



Apprentice Andre Dawkin



Backhoe Operator/Owner Mike Rogers



Mechanic/Welder Phil Potts and Mechanic/Welder Bill Eversole



Backhoe/Loader Jerry Millbrook



Operator Ed Pruett



## NEWS FROM THE DISTRICTS

## Shasta builders complete Czech-designed bridge

A uniquely designed bridge spanning the Sacramento River was completed recently by Shasta Constructors. The 410-foot cable suspended span was pioneered in Czechoslovakia by Jiri Strasky. Charles Redfield, a structural engineer from Mill Valley, contracted the design engineering for the City of Redding. This "concrete stressed

ribbon" technique was used to displace arches or conventional piers for support. Rob and Steve Moseman, owners of Shasta Constructors, were low bidders on this \$700,000 project.

The 10-foot-wide pedestrian and bicycle bridge, which completes a five-mile loop of the River Trail, relies on a network of grouped half-inch ca-

bles. The bridge's strength comes from 12 anchors going through 400 cubic yards of concrete abutments on each side of the river to a depth of 55 feet into solid rock, giving the span 800,000 pounds of stress.

Thirty-six five-ton sections were pre-cast, hung on the cables and pulled into place, then plumbed and finished poured with

concrete. Then there was more stressing and finally the installation of the guard rails.

This bridge is the first of its kind in North America and is said to be the world's second longest. A similar bridge in Zurich, Switzerland spans some 600 feet.

Rob Moseman and Project Superintendent Ken

Coley said that if they had to do again they'd make a few changes, which is par for the course when doing something totally new in any construction field. That's what makes us good!

The bridge is a real beauty, and if you get up this way, stop by and have a look. The bridge can be reached via a short drive and walk from the Keswick Dam.

*Wendall King,  
Business Rep.*

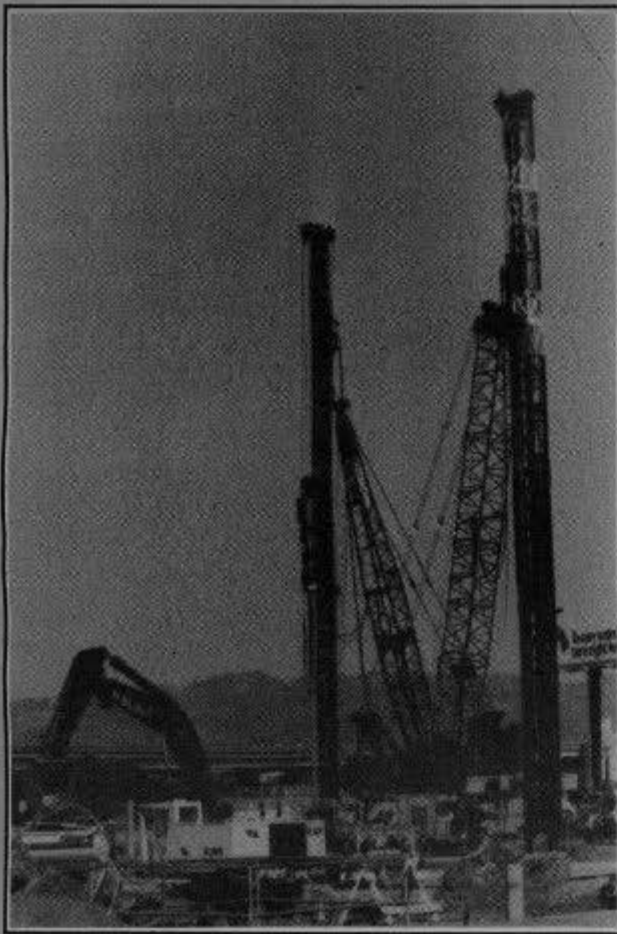
## Register now for Hazmat

Out of Work List doesn't necessarily register members for Hazmat classification.

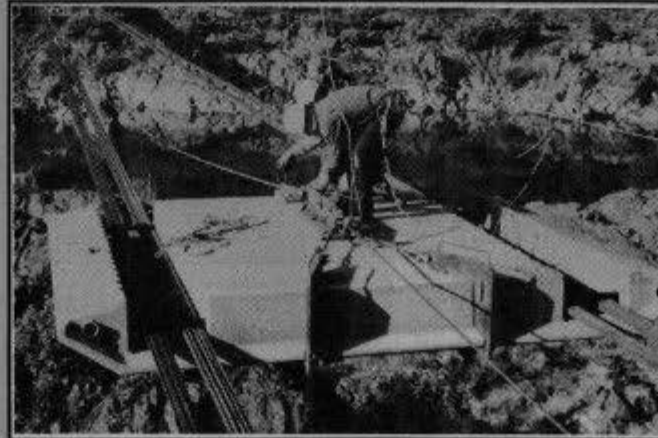
When you sign up on the Out of Work List, you will not be registered for the Hazmat classification unless you specifically tell the dispatcher to register you on this classification every time you call in. You may be losing work because you're not registered on this list. Out of district members who also have this training have to make sure they are also specific with the dispatcher when signing on the Hazmat list.

Please note there will be an eight-hour Hazmat refresher class in the Oakland District office, 8105 Capwell Drive, April 21, 1990. If it has been a year since you took the original course, please contact Brian Bishop to enroll at (415) 638-7273.

*Brian Bishop  
Business Rep.*



Construction site of the 410-foot pedestrian bridge built over the Sacramento River near Keswick Dam outside Redding.



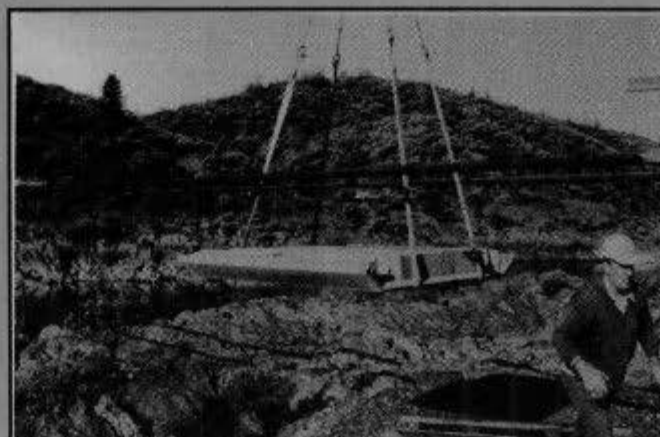
A worker from Shasta Constructors hooks cable to pull segment into position.



A crane was used to hoist segments into place.



Segments were pulled out on cables then trued and plumbed.



One of the 36 five-ton pre-cast concrete section was hung on cable and pulled into place.



## NEWS FROM THE DISTRICTS

# Utah holds annual apprenticeship graduation

Utah's 17th Completion Ceremony was held in Salt Lake City at the Riverboat Restaurant on March 3. This annual ceremony was under the direction of Donald R. Strate, Utah District representative and acting administrator for the Joint Apprenticeship Committee. Training Coordinator Rick Bryan and the JAC's executive secretary, Virginia Wooden, organized the program.

Bill Cook was the committee chairman and master of ceremonies, while Don Strate was the committee secretary.

Don Strate introduced special guest speaker Eddie P. Mayne, president of the Utah State AFL-CIO. Ed made some very helpful remarks and reminded apprentices that completing the program was the beginning of their careers as operating engineers. These apprentices, Ed said, must look ahead because the world is rapidly changing and we all must adapt. This is sound advice for all of us.

Ed, himself a graduate of an apprenticeship program, is a very strong supporter of apprenticeship training in the crafts.

Rickie Bryan gave a slide presentation on the history of the Operating Engineer Joint Apprenticeship Program in Utah. Several former committee members attended.

### Honored graduates for 1989

#### Construction Equipment Operators:

Keith Anderson  
Dixie Harris Lucas  
Kellie Daugherty  
Leslie L. Larson  
Mark Crosby  
Wilford Benally  
Evelyn Ben

#### Heavy Duty Repairman:

Ronda Ballard  
Awards  
Outstanding Appren-

#### tices:

Mary K. Crosby  
Keith Anderson  
**Outstanding Superintendent:**

James Wiscombe  
**Outstanding Employer:**  
Gibbons Company,  
Ogden Division

Both Mary Crosby and Keith Anderson completed most of their training time while working for W.W. Clyde & Company, which continues to make apprenticeship viable and helps keep the work force strong.

James Wiscombe has worked for Valley Asphalt for many years and is one superintendent who has taken the time to see that industry newcomers have the opportunity to become competent operators.

Four of the graduates worked for the Gibbons Company while completing their training.

Bill Cook gave the closing speech. He is one of the original management members of the Joint Apprenticeship Committee and was instrumental in setting up the Joint Apprenticeship Program for the Operating Engineers in Utah. Bill has always given strong support to the training program, and everyone in apprenticeship thanks him for his encouragement and help during the many years he has been a committee member.

*Rickie Bryan,  
Training Coordinator*

**Your job  
may depend  
on whether  
or not you  
register and  
vote!**



Rulon Cottrell, director of the Bureau of Apprenticeship and Training in Utah, and his wife.



CEO graduate Leslie Larson, left, with her escort.



Committee Chairman Bill Cook and Committee Secretary Don Strate award Keith Anderson with one of Utah's outstanding apprenticeship awards for 1989.



HDR graduate Mark Bellinger and his daughter.



Outstanding apprentice Keith Anderson, and his wife.



Dixie Harris Lucas, CEO graduate, and her husband.



Raymond Degn, HDR graduate, and his wife.



Committee Chairman Bill Cook and Committee Secretary Don Strate present Mark Crosby with outstanding apprentice award for 1989.



Ronda Ballard, right, is the first female graduate in HDR from Utah's apprenticeship program.



Kellie Daugherty, CEO graduate, with her grandparents Jack and Norene Daugherty.



James Wiscombe of Valley Asphalt received outstanding superintendent award.



## NEWS FROM THE DISTRICTS

## Sons carry on where retired father left off

Norman McDonauld, member and long-time friend of the Operating Engineers Local Union 3, retired April 1.

Norm's career as a mechanic began when he joined the U.S. Navy in May 1945. Three months later he was working aboard ship as a heavy-duty repairman and motorman. Norm left the navy in July 1947, and a year later, went to work for the D&RGW Railroad as an oiler on draglines and did other odd jobs.

In 1949, Norm attended trade school, and that same year got married. Norm and his wife, Helen, had 10 children, nine still living.

Norm began working full-time with J.K. Wheeler Machinery Company on February 2, 1950. At that time, Wheeler had about 20 employees.

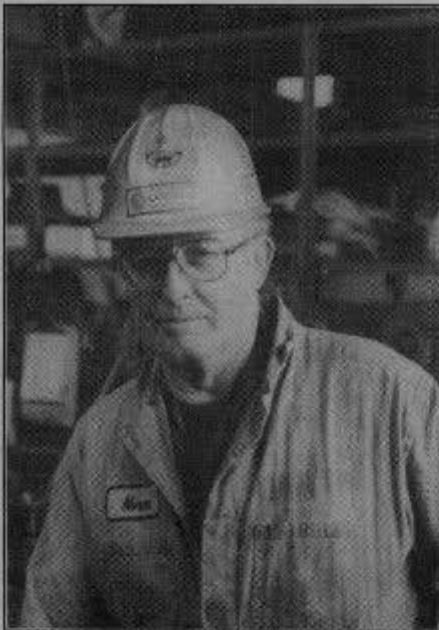
After Wheeler, Norm went to work for C.P.I. Kaibab Lumber and later for Morrison-Knudsen Company. He was also employed by Merritt, Chapman and Scott at the Glen Canyon Dam and worked for V.C. Mendenhall Construction.

For the past 26 years, Norm has worked at W.W. Clyde and Company, 20 of those years as a job steward. Few stewards may boast such a length of dedication.

Those of us with the Operating Engineers who know Norm would like to thank him for his continued support through these years.

During his employment with W.W. Clyde, Norm served for five years on the Utah Grievance Committee.

Three of Norm and Helen's sons have been Local 3 members. Son



Dennis, now 38, has been a member since he was 18. When Dennis graduated from the apprenticeship program in 1972, he was named Outstanding Apprentice.

The officers and staff of the Operating Engineers wish Norm success in all he does in his retirement. Good luck, Norm, and don't forget us.

*Kay Leishman  
Business Rep.*

## Local 3 members eye non-union contractor, hand bill worksite

Brothers and Sister Engineers: I want to follow-up on the Tooele County gas plant project and its non-union contractor Kellogg Constructors, Inc.

We are still very concerned about the project's safety and that this company, which says there will be plenty of work for Utah people, will actually be bringing in out-of-state journeymen to take the higher paying jobs. Local people will work in Kellogg's apprenticeship program at 50 percent of the journeymen scale and will never have the opportunity to complete their apprenticeship.

We had a meeting with Bev White, state legislator for the Tooele area, and the county sheriff to inform them of our concerns, and that we would probably be hand billing the job from time to time, just to let Kellogg know we're keeping an eye on its operation.

I'm already hearing that subcontractors are cheating on fringe bene-

fits. We're currently trying to obtain certified payroll on this job, but the Army Corps of Engineers so far is refusing to give us information. My guess is that the corps also suspects cheating; otherwise, it would freely give us the information.

I want to warn members going to work out there to please let us know so we can keep you informed as to the wages and fringe benefits you are supposed to be getting. If there are discrepancies on your wages and fringes, we need to know about it.

Two or three national issues are emerging that you should consider talking to your congressional representative in Washington D.C. about.

One is the national health care reform. It's obvious that health care costs are out of control. Neither employer nor employees can afford the almost monthly health care cost increases. Talk to your representative and

express your opinion on this matter and urge fast action to resolve this critical issue.

Another critical issue is the nation infrastructure and the deplorable condition of our highways and public transportation, water, and sewer systems. Please urge your representative to address these issues as soon as possible.

Just a reminder to you and your partner to try to attend the preach-retirement meeting scheduled for June 9 at 10 a.m., and our annual picnic the same day at 12 noon. Both events will be held at the Salt Lake Hall. The picnic will be for active and retired members and their families. Also, please be sure to register to vote if you haven't done so already or if you have moved in the last year. This can be done through your business representative or your local dispatch hall.

*Donald R. Strate  
District Rep.*

## Geneva-Ideal merger could mean more jobs for Local 3 members

Geneva Rock Products, Inc. has acquired Ideal Concrete Corporation, a subsidiary of the Salt Lake City based The Savage Companies.

The merger will join Ideal's eight ready-mix concrete plants along the Wasatch Front from Ogden to Orem with Geneva's plants in Salt Lake, Utah and Summit counties, plus various job site plants.

The combined Geneva-Ideal ready-mix operation may be known as Geneva-Ideal Concrete, an affiliate of Geneva Rock Products. Geneva's existing road construction division will likely continue

to be known as Geneva Rock Products.

In the summer during its busiest time, Geneva employs about 350 people, and about 130 are Local 3 members. Now Ideal employs about 100 people.

Geneva Rock is currently supplying concrete for the \$44 million Syar Tunnel and the \$32 million Salt Lake International Airport parking structure. Geneva's construction crews are working on the \$671,000 Little Cottonwood Creek project and the \$390,000 Second West to I-15 project in Salt Lake City. With the merger, job opportunities

should increase for Local 3 members.

Valley Asphalt, Inc. was the successful low bidder on the hilltop to Utah County line in Sanpete County. Its bid was \$1,984,648. Valley was also the low bidder on a route 6 project in Carbon County at \$345,224 and a \$171,065 chipping project in Millard County. Valley still has to complete an asphalt project in Skull Valley. It is hoped that Valley will continue to go after the work and thus keep our members working.

*Lynn Barlow  
District Rep.*

### PICNIC NOTICE

#### Retiree

June 2, is this year's retiree picnic at Rancho Murieta. Come on up Friday, the day before, at noon and stay until Sunday noon. There will be plenty of parking for your motor homes, trailers and other recreational vehicles. Local 3, of course, is picking up the tab. Come join us.

#### Redding

Reddings picnic will be held on Saturday, June 23 at the Anderson River Park. Tickets are \$7 per person, \$4 for retirees, and \$2.50 for children ages 6-14 (under 6 free).

#### Fresno

The Fresno District office picnic is coming up Saturday, September 8 at the Peace Officers Pistol Range on Herndon and Hwy. 99 at the Riverbend.



## NEWS FROM THE DISTRICTS

# Projects abound in Marysville

After the so-called long winter, the work outlook in the Marysville District is beginning to improve.

Tenco Tractor and Peterson Tractor have been very busy all winter, an indication that the Marysville District should have a good work year.

Ohbayashi Construction is starting three shifts on the tunnel project at DeSalba, which will employ a few more Operating Engineers. This project has been up and down all winter because of problems in stabilizing the mountain. Now it looks like this project should get off the ground.

Baldwin Contracting has a fair amount of work this year and will start the season by doing the jobs that were left over from last year.

Robinson Construction has started work on Chico's big airport project. The low bid was \$1,134,496, with Frank Green Construction doing the underground work. West Valley Construction from Chico is also working on this project for the California Water Company.

Norman Wright from Gridley was low bidder on an irrigation system project in Tuba City, with Jerry Ford Construction doing the underground work. Norman was also low bidder on the Shanghai Bend Job in Sutter County but has not yet started the job.

Huntington Brothers Construction from Napa was low bidder—at \$1,520,573—on the Cohasset Road Widening Project and has moved in

bridge widening at Glenn County on routes 9 and 45.

Richard Heaps Electric from Sacramento has moved into Paradise and Yuba City and will be starting up for Granite

Construction on highway 99/70. Granite Construction has restarted the highway 99/70 project and should be getting into high gear.

Perini Corporation was low bidder—at

\$3,050,000—on the route 20 job west of Spring Valley Road and just started before winter came. Perini should soon be starting again.

I would like to personally thank the many vol-

unteers who have continued to donate their time to help make the soccer fields a reality for this community.

*Dan Mostats  
District Rep.*

## El Dorado County shuts off water

This year's season is off to a good start, and we hope it lasts all year. In Galt, \$16 million in subdivisions is up for bid in June. Granite Construction is starting a \$10 million project off Twin Cities Road. The company has lots of pipe on the job, which will take about a year to complete. Teichert has about two months left on its project off Vine Street.

Granite just started its Laguna Blvd. ditch line job, which has a depth of 36 feet. The company has a Cat 245 digging and a 4000 Mantiwoc crane setting the pipe. The project will continue for about six months. Granite hopes to get a job to move 2.5 million yards of dirt for 1,600 house pads at the end of Laguna Blvd. The company that gets the job will be in good shape for awhile.

Lund Construction has about \$12 million to \$14 million in jobs in Galt, Elk Grove, Elverta and El Dorado County.

Teichert has about \$20 million in work to start the year in Sacramento, Yolo, Placer and El Dorado Counties, projects that won't take long to finish. Teichert is bidding more work everyday, so it will certainly get its share of jobs.

**Props. 111 and 108**  
Operators in the Sacra-

and Sacramento Counties since 1983. Now, it seems we are about to run out of water to work with and ground to build on. That's why we have to vote "yes" on Propositions 111 and 108. The two ballot measures combined would raise \$18.5 billion over the next 10 years. With subdivision work running out, we need Props. 111 and 108 more than ever.

California to support Props. 111 and 108.

### Endorsements

Operating Engineers District 80 Political Action Committee has endorsed the following candidates for the June 5 Primary Election.

Bill Santucci: Supervisor, District 1, Placer County

Alex Ferreira: Supervisor, District 2, Placer

register to vote, you may call our office at 383-8480 and someone will come out to your home and register you.

### Water Problems

Developers in El Dorado County where shocked—and devastated—when the El Dorado County Irrigation District announced that it would not provide water for any more development. Some local unions and contractors have started a fund-raising drive to finance an investigation of the district's activities.

Roy E. Ladd was the successful bidder—at \$7 million—for the realignment of Hwy. 89 near Emerald Bay.

The City of South Lake Tahoe will spend a bundle of money on city-wide street overlays and reconstruction. The South Lake Tahoe Redevelopment Agency will also continue to expand this summer.

See you at the semiannual meeting in San Francisco on July 14.

The Sacramento picnic has been changed from Sunday, July 15 to Saturday, September 29. The picnic will be held at Elk Grove Park, with good food, drink, western music and steaks cooked by the office staff. You can purchase your tickets at the office or from the

## DRIVE A BARGAIN

Magic Kingdom Club members—even ones as goofy as these two characters—receive valuable discounts on rental cars at most National Car Rental locations across the U.S. For details, see your Club Membership Guide.

Available From:

Operating Engineers  
Local Union No. 3  
474 Valencia St.  
San Francisco, Ca. 94103  
Att: Public Relations



These two propositions would provide \$444 million in projects to our district. The county-by-county breakdown looks like this:

Sacramento County: \$100 million  
Placer County: \$124 million  
Nevada County: \$70 million  
Yolo County: \$60 million  
El Dorado County: \$90 million  
These two measures

County  
Donald Numes: Sheriff-Coroner-Marshall, Placer County

Donald McDonald: Sheriff, El Dorado County

Patrick Riley: Superior Court Judge, Dept. 1, El Dorado County

Wes Beers: City Council, City of West Sacramento

Bob Martinez: Sheriff-Coroner, Yolo County

Steve Mock: Superior Court Judge, Dept. 3,



# Upswing in Lake County

(Continued from page 8)  
Lake County went to non-union Leadcore Industries, which managed to beat out Granite. It was very close. We hope there will be a next time.

Plans for the Cloverdale Bypass, crawling along like the holiday traffic that backs up through town, is gaining speed with the approval of the long awaited environmental study. The State Department of Transportation (Caltrans) is hoping for the bypass construction bids to go out in September, with construction expected to be

## Stapleton

(Continued from page 2)  
Proposition 119 is even worse. It proposes to establish an "independent commission." This one would be composed of retired judges, etc. charged with the responsibility of approving only those plans that meet all kinds of objectives specified in the initiative.

We oppose this measure, because (1) we don't need another "independent commission" to add another layer of bureaucracy and (2) only big-moneyed special interests would have the financial resources and manpower to construct redistricting plans that meet all the requirements called for under the initiative. That means control of redistricting would be turned over to the insurance industry, big oil, banking interests - in short, all the people that already try to buy their influence in California's government.

We've got enough to be concerned about in California without messing around with the reapportionment process. Let's leave it the way it is and concentrate on more important things like passing Propositions 111 and 108 which we desperately need (see page 6). Vote NO on Propositions 118 and 119.

completed in late 1993 at a cost of about \$39 million. The bypass has been delayed by financial, environmental and other obstacles over the years and financing will hinge on the outcome of Prop. 111. This four-lane freeway project is amounting \$3.5 billion worth of state highway projects on hold because the state is out of money for new construction. So....make sure you vote!

Our district meeting here in Santa Rosa was a huge success, with over 200 members in attendance. We also had an excellent response to our questionnaire. Make sure you attend the next district meeting to learn the results, which were interesting to say the least. Many thanks to all of you who cared enough to attend. You renewed my faith in the slogan "put the you in union."

We have what I'd term a "construction clan" here in Sonoma County, a family which has been involved in the Operating Engineers and construction industry for years. They are Carl, Brian, Michael and David Say. Brian, who originally worked for Huntington

Brothers in Napa, gave me the run down. He said, "I've worked for North Bay Construction for about four years, and my Dad, Carl, has been with North Bay at least six years," Brian said.

"My brother Michael is currently working for Don Dowd, but he also worked for NBC for three years. Then there is my other brother David, who has been with Maggiora & Ghilotti for seven years." All of the Say's are top-notch operators and grade setters, and I keep expecting to see a new company starting in our area, "Say Construction".... If this happens, the big guys had better watch out!

Well, Brothers and Sisters, you had better dig out the old work boots, hard hats and lunch pails, because the spring sun and wind is drying things out fast. It will soon be dusty and brown again, and the sight of a water truck indeed will be welcome. The mud and green of spring will be but a past memory, and those fat Friday paychecks will provide a happy ending to each summer week.

Bob Miller  
Business Rep.

## Co-dependents

(Continued from page 6)  
somes passed on to the user's children, causing possible birth defects and congenital diseases.

Co-dependents frequently contradict their own long-standing personal standards and values in order to cope with the abuser.

Co-dependents often justify the problem with such rationale as: "I told him I didn't really care about his cocaine abuse as long as he didn't bring it home (because of the children). He'd been in and out of jail many times, because he'd get busted at friends' houses, so I finally told him he might as well do it at home...that way he'd be at home and not in jail. Now

we're both in jail."

Alcohol and drugs kill people and ruin the lives of those near or dear to the user.

### Get help

So, if you think you have a problem or know someone who does, call A.R.P. Get information. Get help! Don't put it off. Why struggle alone when so much help and support are just waiting for you. If you ignore the problem, it won't just go away.

Your contact with A.R.P. is strictly confidential. What you say here, stays here. We're just waiting to hear from you. Make the call today.

Call A.R.P. at 1-800-562-3277 in California, or 1-800-562-2773 outside California.

## Cal-OSHA getting tougher

(Continued from page 2)

following the end of the abatement period whenever the agency has received no evidence of abatement from the employer.

To verify that hazards have been eliminated, CAL-OSHA will conduct reinspections of work places after issuing CAL-OSHA Special Order, Order to Take Special Action, or for serious violations of these orders. Reinspections will also occur in cases where the violations are characterized as "repeat" and "willful," as well as for those requiring correction within six days.

Also, the agency will conduct random follow-up inspections in 20 percent of those cases not otherwise scheduled for reinspection and where a serious violation was found after initial inspection.

Under the new law, civil penalties in more serious cases cannot be adjusted for the employer's good faith or safety record. Penalties in cases involving serious injury, illness or death can't be reduced for any reason other than for the size of the company, with smaller companies receiving adjustments.

With its funding and jurisdiction reinstated, CAL-OSHA has wasted little time in getting tough with offending employers. On April 3, the agency slapped eight citations—and a \$63,900 fine—on Heritage Railway Service, for violations of California's worker safety laws.

The citations were issued following an investigation into a railroad tanker car explosion that killed two Heritage employees on February 2. Investigators theorize that propane leaked into the tanker car via a pneumatic jack hammer supply hose. The jack hammer was being used to chip away asphalt from inside the car.

CAL-OSHA investigators determined that the company failed to check for dangerous gases during tanker cleaning operations, and employees entering confined spaces, such as asphalt and LPG carrying tanker cars, were not adequately trained in rescue and operating procedures.

Even more help for CAL-OSHA may be on the way. State Assembly Bill 4006, which would increase by 50 percent the maximum penalties that can be assessed by the agency, cleared its first major hurdle early this month when the state's Assembly Committee on Labor and Employment voted 7-2 in favor of sending the bill to the Ways and Means Committee, which will prepare the bill for a final vote in the State Assembly.

CAL-OSHA penalties in 1986, the most recent year that the agency can provide information, averaged only \$121 for "non-serious" violations and \$535 for "serious and willful" violation. Such low penalties don't necessarily deter unscrupulous employers from cutting safety corners.

After an offending company receives penalty credits for on-time abatement, good faith, good inspection history with CAL-OSHA, and company size, the fine can dwindle to almost nothing. This bill would allow CAL-OSHA to assess 50 percent higher penalties before credits are given.

Had Assembly Bill 4006 been in place at the time of the Heritage Railroad accident, for example, that company could have faced fines up to \$85,850.

With new laws in place and others on the way, CAL-OSHA perhaps can now get serious about ensuring that work places are safer and healthier.



## District Meetings

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

- April**  
**25th District 17: Hilo**  
 Kapiolani School 966 Kilauea Ave.
- May**  
**8th District 3: Stockton**  
 Engineers Bldg. 1916 North Broadway
- June**  
**6th District 12: Provo**  
 Provo City Power Bldg. 251 West 800 No.
- 7th District 11: Reno**  
 Musicians Hall 124 West Taylor
- 12th District 10: Ukiah**  
 Grange Hall 740 State St.
- 14th District 04: Fairfield**  
 Holiday Inn 1350 Holiday Lane
- 21st District 9: Freedom**  
 Veterans of Foreign Wars Hall 1960 Freedom Blvd.
- July**  
**14th Semi-Annual Meeting Saturday 1:00 p.m.**  
 Seafarers International Aud. 350 Fremont Street San Francisco
- 10th District 4: Eureka**  
 Engineers Bldg. 2806 Broadway
- 10th District 17: Kauai**  
 Wilcox Elementary School 4319 Hardy Str.
- 11th District 17: Kona**  
 Konawaena School. Kealahou
- 11th District 7: Redding**  
 Engineers Bldg. 100 Lake Blvd.
- 12th District 6: Marysville**  
 Engineers Bldg. 1010 "I" Str.
- 18th District 1: San Francisco**  
 Seafarers International Aud. 350 Fremont Street San Francisco
- 24th District 17: Maui**  
 Waikapu Community Center Waikapu, Maui
- 25th District 17: Hilo**  
 Kapiolani School 966 Kilauea Ave.
- 26th District 17: Honolulu**  
 Kalihi Waena School 1240 Gulick Ave.

## Pre-Retiree Meetings

- San Mateo** Tues. May 1, 1990 7:30 p.m.  
 Laborers Hall 300 7th Ave. San Mateo, Ca.
- Ignacio** Wed. May 2, 1990 7:30 p.m.  
 Alvarado Inn 6045 Redwood Hwy. Novato, Ca.
- Fresno** Thurs. May 3, 1990 7:30 p.m.  
 Cedar Lanes 3131 N. Cedar Fresno, Ca.
- Watsonville** Tues. May 8, 1990 7:30 p.m.  
 V.F.W. Post #1716 1960 Freedom Blvd. Freedom, Ca.
- Fairfield** Thurs. May 10, 1990 7:30 p.m.  
 Holiday Inn 1350 Holiday Lane Fairfield, Ca.
- Stockton** Tues. May 15, 1990 7:30 p.m.  
 Operating Engineers Bldg. 1916 N. Broadway, Stockton, Ca.
- Santa Rosa** Wed. May 16, 1990 7:30 p.m.  
 Veterans Memorial Bldg. 1351 Maple St. Santa Rosa, Ca.
- Reno** Tues. May 22, 1990 7:30 p.m.  
 McCarran House 55 E. Nugget Ave. Sparks, Nev.
- Auburn** Wed. May 23, 1990 7:30 p.m.  
 Auburn Recreation Center 123 Recreation Dr. Auburn, Ca.
- Sacramento** Thurs. May 24, 1990 7:30 p.m.  
 Laborers Hall 6545 Stockton Blvd. Sacramento, Ca.
- Salt Lake City** Sat. June 9, 1990 11 a.m.  
 Operating Engineers Bldg. 1958 W. N. Temple

# Fringe benefits

(Continued from page 7)

openings at other times in the year. The current Master Agreement rate of \$2.30—up from \$2.00 the year before—is not enough to maintain the benefits we now have. The trust fund's income is not meeting expenses. For example, we spent \$2,659,887 more than we received in the last 10 months.

The fund needs reserves to cover benefit costs provided through the hour bank and to take the fund through times when hours are lower than usual. But the costs still exist.

The fund also relies heavily on interest earnings to meet some of its costs. The fund earned interest on its reserves of \$2.2 million in the most recent 10 months, but with more in reserves, the same 10 months last year produced \$2.8 million in interest earnings. When the reserves drop, interest goes down and more contributions are needed to make up the loss. So, the fund's reserves must be maintained.

### Attending meetings is important

Operating Engineers Union Local 3 and the trust fund will be holding a special round of meetings throughout Northern California in April and May. You and your spouse are encouraged to attend these meetings. The purpose of the meetings are:

- To receive information about the health and welfare plan and its costs: past, present and future. Health care cost, even with cost containment, no doubt will continue to rise.
- To discuss with you, the member, and spouses covered under the plan your concerns and what you want to do this year and in the future about the important benefit plan.
- To consider whether you want to continue with the current plan with changes made in May 1989 or return to the plan we had immediately before that date.

There will be costs, and they will have to come from our wage package. Remember, this will affect all of us. Those under the Master Agreement will be affected in July, but the rest will be affected some time this year. All should attend!

### We need your advice

These meetings are for you and your family. We know that you will be exhausted after a long day and so will your spouse. What we have to discuss will be far more important than anything else you may have planned. We're talking about the money you take home and about the benefits that most protects you in case of illness or injury to you or your family.

Without your help, we will not be able to provide what you, the member, want and need. Please join us at any one of the meetings that is convenient for you and your spouse.

## Departed Members

Business Manager Tom Stapleton and the officers of Local 3 extend their condolences to the families and friends of the following deceased:

### JANUARY

Amos D. Smith of Sardis, Miss. 1/12/90

### FEBRUARY

Sam J. Cain of Woodinville, Wash. 2/28/90; Steven Hao of Pearl City, Hawaii 2/27/90; Frank E. Hassett of Sacramento, Calif. 2/23/90; Joseph Levine of Santa Barbara, Calif. 2/6/90; Bill Ponton of Reno, Nev. 2/20/90; Anthony Santos of Wailuku, Hawaii 2/28/90

### MARCH

Artes Anderson of Farmville, Calif. 3/1/90; George Angerina of Stockton, Calif. 3/6/90; Gerald Boyle of Corning, Calif. 3/7/90; Ed Brickson of Crescent City, Calif. 3/27/90; Alfred Burger of Angle Camp, Calif. 3/15/90; Frank J. Charpentier of Guerneville, Calif. 3/13/90; Alphonse Chicago of Tucson, Ariz. 3/5/90; Tiam F. Ching of Honolulu, Hawaii 3/8/90; Floyd W. Duncan of Woodland, Calif. 3/6/90; Floyd Fattig of Sun City, Ariz. 3/21/90; Fred H. Gerard of Kingsburg, Calif. 3/13/90; D. L. Gibbons of Redding, Ca. 3/11/90; Roy E. Hinkley of Pittsburg, Calif. 3/9/90; Daniel Kaaui of Honolulu, Hawaii 3/1/90; Charles Kamanu Jr. of Waimanalo, Hawaii 3/10/90; Lloyd D. Linton of San Pablo, Calif. 3/10/90; Ray C. Miller of Springville, Utah 3/20/90; Albert Osorio of Hanford, Calif. 3/1/90; George F. Pekota of Milpitas, Calif. 3/5/90; Joel L. Peterson of Sparks, Nev. 3/16/90; Arnold Preuss of Meadow Vista, Calif. 3/16/90; Richard Rickerts of Sunnyvale, Calif. 3/5/90; Charles W. Smith of Smithfield, Utah 3/13/90; David Upchurch of Redding, Calif. 3/3/90; Louis Vasquez of Bangor, Calif. 3/9/90; D. Vega of Half Moon Bay, Calif. 3/9/90; Clarence Wilson of Twin Falls, Idaho 3/9/90; Robert Younce of Browns Valley, Calif. 3/16/90;

### DECEASED DEPENDENTS

Sarah Elliot, daughter of Derrol Elliot 2/17/90; Autry Wilbanks, wife of James Wilbanks 4/15/88; Aldene Bonner, wife of Lyle Bonner 2/21/90; Loree Hanson, wife of Wm. E. Hanson 2/20/90; Mildred Lowry, wife of Edwin Lowry 1/5/90; Louise Miller, wife of B. D. Miller 3/13/90; Leola Williams, wife of Clyde Williams 3/2/90.

## Credit Union

(Continued from page 7)

sumers. In fact, the Credit Union is researching insurance coverage for our VISA card account. We will be looking at the program's simplicity and overall cost, as well as reading the fine print to ensure that the coverage is a good consumer product—and not just a gimmick.

### \$12 VISA annual fee eliminated for Golden 3 members

The Credit Union has recently eliminated the \$12 annual fee for our VISA card for our Golden 3 members. Now, our Golden 3 members can enjoy the convenience of our low-cost VISA at even greater savings.

Remember, we do not charge Golden 3 members an annual fee, and our VISA card offers other such benefits as our 25-day grace period, cash advances from any VISA ATM worldwide, a low fixed 14.50 percent APR, specialized Credit Union service, and much more.

Retired members can contact any of the Credit Union branch offices for more information concerning our Golden 3 accounts and our VISA card.

## 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



Swap shop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate. To place an ad, simply type or print your ad legibly and mail to Operating Engineers Local 3, 474 Valencia St., San Francisco, CA 94103, ATTN: Swap Shop. You must include your Registration Number. Ads are published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in Swap Shop.

# Swap Shop

FREE WANT ADS FOR ENGINEERS

**FOR SALE: '57 2-axle Mack truck** w/220 Cummins motor w/5spd. & 3spd. browning trans. oper. condit. good. w/Tandem axle trailer 24' low bed, 5whl, good condit. \$7K for both. Kit Telford 200 Village Dr. #4K Brentwood, Ca 94513 (415)634-9659 3/90

**FOR SALE: 1000 Trails** gold card membership \$3,500 O.B.O. Nick Ratkovich 1634 Brewster Ave. Redwood City, Ca 94062 (415)366-1962 Reg#270468 3/90

**FOR SALE/LEASE: Beer & Wine Tavern** nr. Red Bluff, Ca Tehama Cty. newly painted 2120' cement blk bldg w/2 bdrm, 1 ba. apt. wash/dryer hookup cement patio, shop, basement, deep well w/new submersible pump, trailer pad w/all util. nearly 3 acres under irrig. pkg. \$66,900 Joe M. Paulazzo 3342 Melwood Ln. #3 Redding, Ca 96003 eves (916)243-4302 Reg #0865537 3/90

**FOR SALE: Aviation** magazines, '70-1990 75¢ ea. \$150 for all. Wrought iron 12'x28' porch railing \$20. **Wanted:** best pwr/str. M.C.I. 4106, 4107, 4905 bus or conversion-cash. no junk please. Clarke Eikenbory after 7p.m. (408)667-3806 Reg #0750266 3/90

**FOR SALE: '84 Travel Villa** 35' 5th whl. self-cont. a/c, 20' awning, wash/dryer full-cust. skirt/alum. frame full-ba. exc. condit. \$13,500 Jay Uhalt 6852 Pleasant Grove Rd. Pleasant Grove, Ca 95668 (916)655-3942 Reg#1607629 3/90

**FOR SALE/TRADE: 40 acres.** Delta, Ut. 3 mi. So of L.P.P. plant 2 bdrm fixer Flowell \$20K low dwn 9% O.W.C. **Onan** motor w/trans \$150 Rack for S-10 P.U. long-bed \$85. **gas tanks** 2-30 gal steel, for 1/2 ton Ford P.U. \$50. **1-Ford Trailer** \$85 **1-Datsun Trailer** \$85 **Hammond** Organ 17 tone bars Leslie speakers make offer Norman Clemens 7709 Cotton Ln., Elk Grove, Ca 95758 (916)689-4061 Reg#1238702 3/90

**FOR SALE: 64 Chevy Dump Truck** w/2yr old 427 truck motor. **74 3 axle trailer** w/2yr old axles&brakes. \$8K. Kevin Donahue 11515 Cull Canyon Rd. Castro Valley, Ca 94552 (415)889-7239 SS#559-86-55-14 3/90

**FOR SALE: 3 bdrm mbl home, dble gar.** 2 acres, fruit-trees, good well. 4 mi. So. of Oroville \$67,500 terms, some trade. also 1 acre. 2 houses, 2 wells. \$59,500 terms, some trade. Raymond Beshears 85 Gold Run Crt. Oroville, Ca 95966 (916)533-4731 Reg #0758217 3/90

**FOR SALE: Motorhome, 35'** sleeps 5 Giffing bus conver., Cat diesel motor, 10 spd. pwr strg, air brakes, new tires, aircraft paint, self-cont. air, 4,000 wt. gen. carpet floor furnace, forced air, mahogany int. radio/T.V./C.B. micro-wave & all kit appl. & more. Coach & motor well mant. \$12,500 (707)527-9009 or (707)546-5883 Reg #082737 3/90

**WANTED: Boat, Motor & Trailer,** w/jet preferred. or take over pymnts. 35H.P. Evenrude '76 or later. 6400 Madden Ave. Live Oak, Ca 95953 (916)695-2548

orange, perfect body, new paint, scoop, sunroof, tint-windows, chrome eng. almost all new & competition style, delux stereo, fun to drive/show. \$3,995 Robert Peirce (801)637-4872 SS#529-02-0475

**FOR SALE: Motorhome** Hiland 25' self-cont. like new. 42K mi. new 18' awning duel air, gen. sleeps 7-full king & queen. extras. \$11,800. B.F. Edelman (415)674-1094 Reg#0689209 3/90

**FOR SALE: Power tools** 10" table saw, skill saws, recop. saw, end grinders, avon collection Clyde Keeter 842 Brookwood Vallejo, Ca 94591 (707)643-9072 Reg#598586 3/90

**FOR SALE: '67 Ford F-100** rebuilt eng. auto/trans. utility body, new brakes & rad. good work truck \$1,500. **Paint Reg. Gldg. horse** 9 yr. hunter/jumper, western & halter, exc. confirmation. smart \$2K Steve Lyles (415)355-9046 SS#551-80-3635 3/90

**FOR SALE: Victorian** lar. 2 bdrm, 1 ba. hardwood flrs, all redwood, modern gar. \$91K Rex Russell P.O. Box 6676 Eureka, Ca (707)444-9105 Reg#2093144 3/90

**FOR SALE: '81 Ford** 1/2 ton P.U. Exc. condit. good mi. \$3,900 or make offer. William A. LaCasse (707)422-0815 SS#532-38-3134 3/90

**FOR SALE: '88 Chev.** K-3500 4X4 P.U. Extended cab, 454 eng. AT, AC, CC, PS, PB, PW, PDL, TW, AM/FM stereo cass w/equalizer SRW, Silverado pkg. low-pkg. skid plates, limo tint windows, ext. warranties, 27K mi. ex. condit. \$1,450, take over pymnts (\$368/mo.) O.E.F.C.U. R. Humphrey 384 El Capitan Dr. Woodland, Ca (916)662-6692 Reg#2044240 3/90

**FOR SALE: '74 Thunderbird** red/white top, V-8 AT, PS, PB, PW, PD, P6 way seat, new carb. runs great, hwy cruiser. \$1,295. O.B.O. cash. call Kimo before 9p.m. (415)726-7810 Reg#2023990 3/90

**FOR SALE: '88 Toyota** 4X4, 17K mi. Dealer Warr. til 7/91. ex. condit. Sac. sale. MUST SEE! \$9K Cydni Jo Lopez (415) 551-7617 p.m. or (415)829-4400 ext. 203 days. #562-65-9029 3/90

**FOR SALE: Nishika** 88000 pictures can be viewed in the 3rd dimension \$229 Lachelle Overton (415) 475-6750 LVMSG. SS#565-15-6282 3/90

**FOR SALE: San Francisco Bay Area** Ranch style house w/pool & spa. 3 bdrm, 2 ba. Recent upgrade. **Mobilehome** in Concord, Ca 1972 Townhouse 43'x20' 2 bdrm, 1-1/2 ba, liv. rm, dining rm, w/built-in hutch, breakfast bar, lar. covered deck & full length carport. Washer/dryer hook-ups Stove/refrid. & cooler. small pet allowed includes pool & clubhouse. \$28,750. **1986 Komfort** 33' trailer. Suitable for travel/stationary use. showroom condit.

\$15,995 Don Goode (415)223-6748 Reg#1189100 3/90

**FOR SALE: '80 Welding truck** 3 1/4 ton GMC w/Lincoln welder Low hrs/mi. fully equip. Ready for work (415)426-8980 Reg.#1981744 4/90

**FOR SALE: '84 Traveleze** 35' 5th whl. exc. condit. basement model stand up bdrm, Q-bd, micro. w/d. a.c. tow pkg. more. Also tow truck. (916)989-9659 Reg#0795904 4/90

**FOR SALE: '82 H.D. FXS** lw /mi. \$6K **'72 trailer** silver streak 28' self-cont good shape, new carpet \$6K **'67 Ford** 1/2 ton w/ 3/4 ton rear end set to pull trailer \$2K **'67 Mustang** vinal top-good condit. 200 6cyl. needs work \$700. **'80 750cc** Virago V twin low/mi. complete parts bike \$1500 E. Mark Brady 555 Ford Rd. Sacramento, Ca 95838 (916)646-6402 SS#520-62-4725 4/90

**FOR SALE: '78 Ford f150**, 4X4, 4sp. 6ply lug tires, good condit. \$3,500. L.R. McCall (415)796-3067 Reg.#754447 4/90

**FOR SALE: '88 Mariner** Outboard 40-HP, Jet for 35-HP Johnson Evinrude W.W. Stromer (916)695-2548 Reg#342601 4/90

**FOR SALE: '87 Ford F-150** AT, CC, PB am/fm cass sonny, 2Tone, Cr bumpers, Aux Tank, 4.9-6 EFI, 43K, SB-Fits, New BramHa top Sl/Re Wndo, \$9,800 Joe H.Vera 249 W Eaglewood, S.Vale, Ca 94086 (408)734-0874 Reg#0838852 4/90

**FOR SALE: 50'x100' Lot** San Mateo Co. Redwood on Pescadero Crk. approx. 1 mi. Hwy #1, \$6K or offer, Mike Kraynick 3585 Irland Wy, San Jose, Ca 95124 (408)266-7502 Reg#595211 4/90

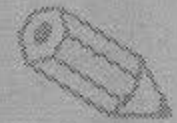
**FOR SALE: Golf Clubs**, 500 assort. irons \$500 sold as one lot only. Mike Kraynick 3585 Irland Wy, San Jose, Ca 95124 (408)266-7502 Reg#595211 4/90

**FOR SALE: '72 16' Invader**, Tri Hull, 120 Mercury, Full canvas, Lourance Depth & Fish Finder, Wk-Thru-Wnd-Shield. \$3,500 Firm. Delbert Rossiter 11530 Torrey Pines Dr. Auburn, Ca 95603 (916)269-0684 Reg#0921440 4/90

**FOR SALE: '74 VW Super Beetle**, Ex Cond./Paint & Body, New engine, Sun-roof, must see to appreciate. \$3,200 (707)579-0595 Reg#2062864 4/90

**FOR SALE: House** 3 bdrm, 1-1/2 ba. 2 car gar. w/elect. drs. 75x200' lot. \$22,500. **Mobil home**, Wayside 14x80' 3 bdrm, 2ba. 2 porchs, step-up kitchen, w/basemt, on 75x200' lot. 2 strong barn shops, 1-24x36' concrete floors, sliding drs. 1-14x24' concrete floors, swinging drs. this lot spring water, to water gardens. \$20K Coy Dowling 216 N. California Ave., Atoka, Okla. 74525 (405)889-5137 Reg#1178350

## Personal Notes



**Redding:** We wish to express our sincere sympathy to the family and friends of departed Brothers Gerald Boyle, Carle Criss and David Gibbons..

**Marysville:** We wish a speedy recovery for honorary member Brother Ralph Garcia who is in Rideout Hospital in Marysville recuperating from a gunshot wound. On the evening of April 2, Ralph surprised an armed burglar in his home. A struggle ensued and Ralph was shot in the leg with a blast from the burglar's sawed-off shotgun. Rideout Hospital reports that he's doing fine. Ralph resides across the street from the Marysville Hall and keeps an eye on the office. He has been a member since 1942 and has been a good friend to the Marysville District office staff. We are looking for-

ward to his recovery and will be happy when he is again able to come in to tell stories and to play jokes on all of us.

Our sympathy is extended to the family and friends of deceased Brother Robert Lea, deceased retired Brothers Daniel Lindsay and Louis Vasquez, and also to retired Brother George A. Neely on the death of his wife Myrtle. **Sacramento:** Congratulations to David Boone and his wife, Karen, on the birth of their daughter, Erika, born March 6, weight: 7 lbs. 7 oz. ; length: 19 inches.

We would like to express our sympathies to the families and friends of departed retired brothers Albert Carpenter, Floyd Duncan and Arnold Preuss.

Our sincerest condolences go to brother Lyle Bonner on the death of his wife, Aldene.

cation Club, 1bdrm. 1wk/year choice of 9 locations, (4)Hawaii, (1)Spain, (1)Acapulco, (1)Tahoe, (1)Las Vegas, (1)Arizona. Life time membership/transferable. Can accumulate to 3wks. Currently 3wks available. \$10K, call Don Monette (415)895-9281, SS#569-92-5117 4/90

**FOR SALE: 4 Plex.** 6.7 Lot- near college/shopping, new roof, metal siding, water heater, 3mi. Snake River, great hunt/fishing \$60,500 refinancing avail. call (208)454-2455 morning, after 1pm-Mt. time (208)454-8054. John S. Woznick, 2204 S. Indiana, Caldwell, Idaho 83605 Reg#1219739 4/90

**FOR SALE: '77 Fiat Spyder** 124, 64k mi., gr/shape, newtop \$3,200/offer. **'83 Toyota 4X4** SR5 Brama shell, carpet kit, sun roof, off rd/lights, grill guard, 5 rm & tires, ski racks, used for skiing great shape, must see to appreciate \$5,500/offer. **Yamaha 450** maxim exc/cond. \$950. Call (707)585-9164, Reg#1948581 4/90

**FOR SALE: Lake & 40 Acres**, pad view, B/sites, easy access, 45min. Sacto. ex/loc ation/easy commute, ex/terms. \$175K **Time-share** Tahoe Season's Chalet, next to Heavenly Ski resort, hot tub, maid serv. pool. \$13K, consider trade, G. Peterson, PO Box 1534 Jmst. Ca 95327 (209)532-8607, SS#201-34-8577 4/90

**FOR SALE: Timeshare** Sparks, Nevada Condo, 2 bdrm, 2 ba. 1 wk each summer/winter currently \$10K Sacrifice \$7K. includes worldwide exchange privileges & transportation discounts. Act fast for

Reg#08496264/90

**FOR SALE: Pheasants**, also eggs/chicks. **Rocking Baby Cradle**, 36"x18" Pine basket, ideal gift for new grandchild \$100. David Kennedy, 8371 Norris Cyn. Rd., Castro Valley, Ca 94552 (415)537-2594, Reg#176889 4/90

**FOR SALE: '87 Winnebago**, 26' self-contained mini motor home, 460 Ford engine. Generator, roof, dash air/lots more. Take over pymts. Lani Zablan 2832 Stevens Dr. Auburn, Ca 95603 (916)878-7289 Reg#1447218 4/90

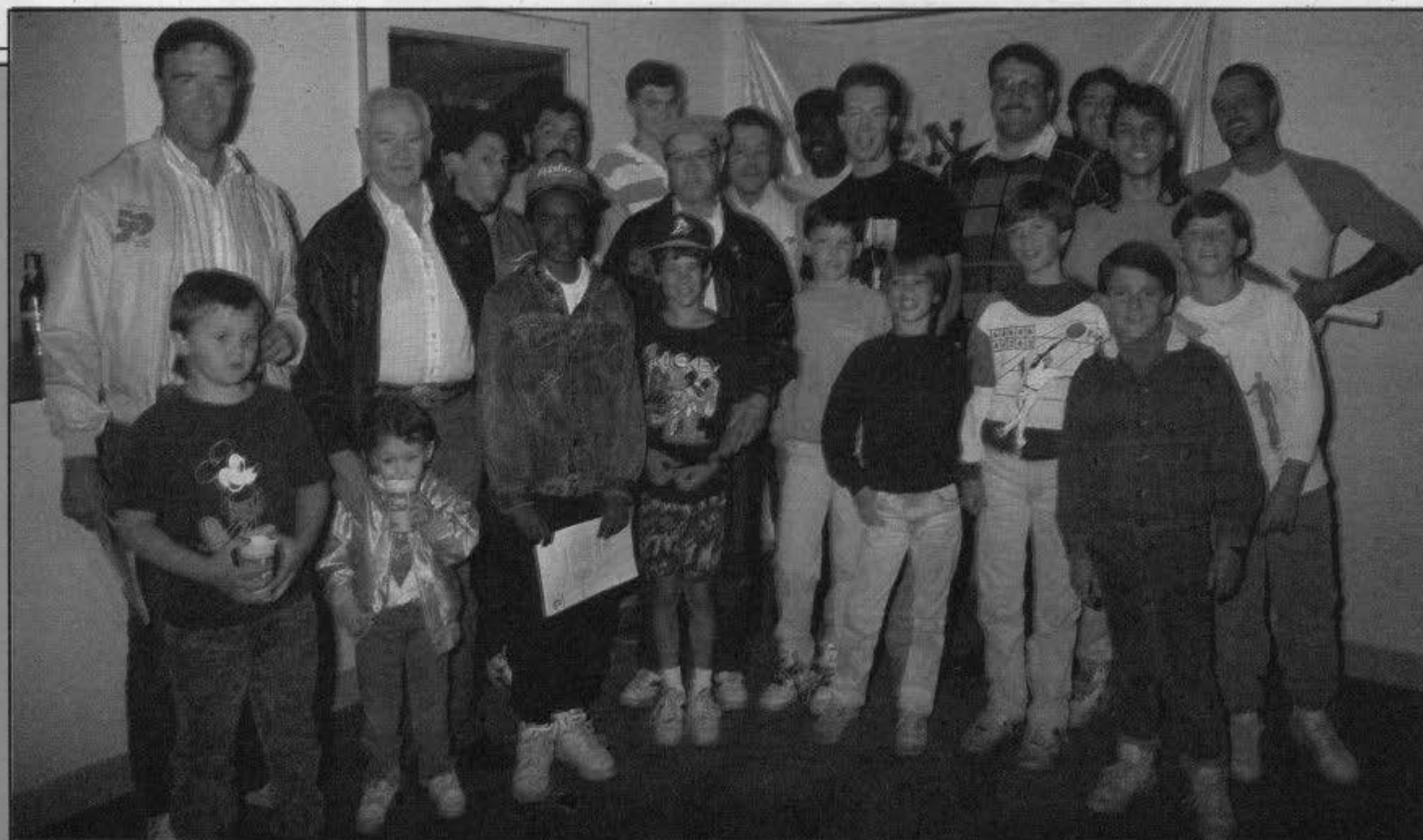
**FOR SALE: 9.6 Acres**, 5min to Lake Oroville. Fenced-year round creek, 5m, 2ba. Also 2rm bldg. & hookup for Mobile home. \$45K. Eugene Wayman, 201 Chapman Ave. So SF, Ca 94080, Reg#0899497 4/90

**FOR SALE: '79 Freightliner**, 3axel COE sleeper, 400 cumins, 13spd, jake brks, air-ride, less than 30K on overhaul \$12,700. **'77 Chevy** 1 ton good cond. \$1,500 Rose Harrington 4316 Cowell Rd. Concord, Ca 94518 Reg#1130383 4/90

**FOR SALE: '78 Pace Arrow** 25' motor home 2 new awnings, cruise control, TV antenna/booster- propane asst, roof & house air. Top luggage carrier, CB hookup, forced air heat, sm catilitic heat up front. Onan gen, 2 gas tks 27-20gal 29K mi. \$13K Patrick E. Tanhusley 1108 Raymond Ave. Napa, Ca 94559 (707)255-1108 Reg#0462228

**FOR SALE: '84 Travel Trailer** 5th whl 40' tipout loaded self contain/ awning, Onan gen, dual A.C. stereo, tv, \$600 hitch,





## The Warriors may have lost, but these guys were winners

April 1 wasn't a good day for the Warriors, as they were hammered for a loss by the Atlanta Hawks, but it was still a lot of fun for the Local 3 "Union Yes" 20-cent Club members who won the Engineers News mail-in drawing that was published in the February issue. Twelve winners were each able to bring a son or daughter to a special pre-game event in the Warriors Room, which included food, drink, autographed cards of Warriors players and a pre-game talk by basketball great Al Adles, who now works as an executive with the team.

Business Manager Tom Stapleton (pictured above, second from left) took time to enjoy the day with his grandson, "T.J." Al Adles (right) called upon little T.J. to pick some winning tickets for a drawing, which included Warriors T-shirts, jackets and other memorabilia. Adles also took time to give a pre-game talk (below) on what it's like to play pro basketball today, as compared to when he played over 20 years ago.

