Projects like this Ghilotti Bros. contract on Hwy. 101 are great for our members, but if Propositions 111 & 108 don't pass in June, funding for them will almost completely dry up (see page 3)
Announcing a new SELEC raffle

In the last round of district meetings that concluded in April, Local 3 Business Manager Tom Stapleton and the officers presented information to the membership showing why the union needs to increase its dues structure. A slide presentation outlined important information on the union's finances and suggested three possible options that could be used to bring the union on financial footing. The members were asked to provide an advisory vote on which concept they preferred.

"The vast majority of the membership indicated they wanted to keep the same structure we currently have, only increase the hourly factor by the amount we need," Stapleton said.

Dues are currently based on two hours of work per month of the total wage package. The proposal that received the most support from the membership would increase the factor by another 10 to 20 minutes per month. "It is now up to the Bylaws Committee to examine our finances and determine just how many minutes we need to add to the present formula to provide the funds we need to operate the union," Stapleton said.

"I think one advantage of maintaining the current structure -- and a major factor our members voted this way -- is that the unemployed dues provision is kept intact," Stapleton added. "We also avoid any additional costs we would have incurred if we had to start from scratch with an entirely different concept."

When the Bylaws Committee has concluded its work, a resolution will be drafted containing the new dues proposal. This resolution will be circulated among the districts for the required signatures.

If the necessary signatures are obtained, the resolution will be presented at the semi-annual membership meeting in July. If it is approved by those in attendance, a special round of meetings will be scheduled and the proposal will be presented to the membership in every district for a vote.

Semi-annual Meeting

Recording-Corresponding Secretary William M. Markus has announced that the next semi-annual meeting of the membership will be held on Saturday, July 14, 1990, 1:00 p.m. at the Seafarers International Union Auditorium, 350 Fremont Street, San Francisco, CA.
SPECIAL REPORT: PRIMARY ELECTION

Cal's transportation future riding on Propositions 111 and 108

PRIMARY ELECTIONS USED to be obscure functions of party politics, a time when the Democrats and Republicans chose their "good old boys" for the more important November general election. But this year's June 5 primary has taken center stage largely because it contains some of the most important ballot measures. Local 3 members have voted on in recent memory.

Without doubt, Propositions 111 and 108 are the most important issues on the ballot and need your urgent attention. They are the two initiatives that, if passed, would authorize a whopping $18.5 billion to be spent over the next 10 years to rebuild California's deteriorating transportation system, guaranteeing highway construction workers at least 10 years of steady employment.

Poss. 111 and 108 are companion initiatives. Together they make up an innovative and comprehensive transportation funding package designed to tackle California's major traffic nightmares and better help us meet our future transportation needs. If we don't confront these problems now, traffic congestion delays will double or triple by the year 2000 and the state's roads and highways will fall even further into disrepair.

Prop. 111, called the Traffic Congestion Relief and Spending Limitation Act, would consist in part of a 9-cent-a-gallon gasoline tax increase over the next five years and a 55 percent truck weight fee increase for trucks over 4,000 pounds. The gasoline tax--5 cents per gallon beginning August 1 of this year and an additional 1 cent per gallon increase for the next four years--would cost the average motorist only about $80 a year. California's current 9-cents per gallon gas tax ranks 47th nationally and has only increased by 2-cents per gallon since 1963. All neighboring states have at least 16-cents-per-gallon state gas taxes.

Prop. 111's genesis can be traced back to 1978, when voters approved Proposition 4, the so-called Gann limit, which restricted how much state and local governments could collect and spend in tax revenues. Included among those limits was the 9-cent-a-gallon gasoline tax, which was supposed to be used in part for transportation projects. Thanks to Gann, however, state highway construction has come to a grinding halt because much of that money from the gas tax can't be spent.

Under Gann, the ability of state and local governments to respond to the needs of a growing and more complex population has been hampered. Without Prop. 111, the state would remain in a fiscal straitjacket, unable to allocate an estimated $22.6 billion in taxes during the next decade. This would stifle California's economic growth.

Prop. 111 would revise the way the state calculates its spending limits, which is adjusted annually by the national Consumer Price Index. Prop. 111 would exempt the current spending limit law and change it to reflect California's per capita personal income, a much more accurate measure of our state's economic health.

This arrangement would allow the state to spend more on needed services. With the state's spending limit modified and user fees increased under Prop. 111, a hefty $18.5 billion would be spent over the next 10 years to:

- Make our freeways, bridges and streets earthquake safer, helping to prevent tragedies like the Cypress Freeway collapse in last October's earthquake.
- Complete already authorized but unfunded highway and mass transit projects that have been stopped due to lack of funds.
- Fix potholes and increase maintenance of local streets and state highways.
- Improve traffic flow through the wider use of synchronized signals on major thoroughfares and redirect traffic with highway alert signs and ramp meters to control freeway flow.

Prop. 108, called the Passenger Rail and Clean Air Bond Act, would authorize the state to sell $1 billion in bonds to fund commuter and urban rail transit projects in major metropolitan areas, including the Bay Area, Sacramento, Fresno and Stockton.

In Northern California, intercity rail projects would include the San Francisco Bay Area-Sacramento and the San Francisco-Eureka corridors. Proposed (Continued on page 4)

What Props. 111 and 108 will buy

1. (billion $)
   3.5 Complete already authorized projects.
   3.0 Maintenance and repair of local streets and roads.
   3.0 Build and expand intercity, commuter and urban rail transit.
   3.0 Construction projects specifically designed to reduce traffic congestion on existing routes.
   2.0 Matching funds for city and county priority transportation projects.
   1.3 Improve inter-regional roads outside urban areas.
   1.0 Peak-hour reduction projects, such as vanpools and carpools.
   1.0 Highway repair, maintenance and safety.
   5. Transit expansion, operation and maintenance.
   2. Environmental enhancements and soundwall retrofitting.

18.5 billion $
YES on Props 111 & 108  No on Props 118 & 119

(Continued from page 3)

commuter rail projects between San Francisco and San Jose, San Jose and Gilroy, Gilroy and Monterey, Stockton and Livermore, would receive funding. Almost all major urban areas would be slated for urban and commuter rail improvements and extensions under Prop. 108.

Because Prop. 108 is a bond issue, state law requires that it appear separately on the ballot. It’s important to know that in order for Prop. 108 to go into effect, Prop. 111 must also be approved.

Without these two propositions, California’s transportation system, once one of the nation’s best, will continue to deteriorate. A recent study by The Road Information Program painted a gloomy picture of what driving in California will be like in the year 2000 if something isn’t done soon:

• Traffic congestion delays will double—perhaps triple—and will cost each motorist $3,500 to $5,200 per year in time and fuel.

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

• 70 percent of California’s main roads will be in fair or poor condition, with the cost of driving these deteriorating road surfaces adding another $108 per year to the average motorists’ driving cost.

In addition to relieving traffic congestion and helping to clear up our smoggy air, Props. 111 and 108 would provide thousands of jobs for construction trades people over the next 10 years.

Prop. 116 is also a rail transportation initiative that would authorize nearly $2 billion to build so-called intercity rail projects between larger metropolitan areas such as Los Angeles and San Diego, San Francisco and Sacramento, and San Jose and San Francisco.

While Prop. 108 emphasizes funding for commuter and urban rail projects like BART and the Sacramento Light Rail System, Prop. 116 would fund heavier rail projects that would primarily serve business or recreational travelers between bigger cities. These kinds of services would probably be operated by Amtrak. While Prop. 108 leaves the final financing decisions to the California Transportation Commission, Prop. 116 specifies the amounts that would go to each corridor and agency.

For example, Prop. 116 would authorize $140 million for the Los Angeles- Fresno-Sacramento- San Francisco Bay Area rail corridor and $85 million to implement intercity rail service between Placer and Santa Clara Counties.

An additional $100 million would be spent on purchasing rail cars and locomotives.

With Prop. 116 providing base funding and the transportation commission having flexibility to apply Prop. 108 funds where needed creates an ideal arrangement.

These three propositions have attracted one of the largest coalitions of support in recent memory. Business, labor, law enforcement, health, seniors, education and transportation have all joined the bandwagon in supporting these proposals. Even the uncompromising Sierra Club supports Prop. 108 and has taken a neutral position on Prop. 111. In fact, no organized opposition against Props. 111 and 108 has been mounted. Local 3 would like to add you, the union member and voter, to the list of supporters of these two initiatives.

The other

propositions

Prop. 107: Housing and Homeless Act
Would authorize a $150 million bond issue to finance housing for the homeless.

Argument for: Prop. 107 is a responsible and effective way to help break the humiliating cycle of living on the streets. These funds would produce 5,560 new emergency shelter beds, 612 rehabilitated residential hotel units, and 2,000 rental units for low-income tenants and the homeless, many of whom are elderly, families with small children, single mothers, veterans, mentally ill, and handicapped men and women who can’t keep up with California’s soaring housing costs.

Argument against: The main causes of homelessness are mental illness and drug and alcohol abuse, which should be treated first, instead of providing low-income housing and shelters. Housing and shelter would become safe houses for drug use.

Prop. 109: Governor’s Review of Legislation
Would give the Governor up to an additional 30 days to act on certain bills passed by the state Legislature.

Argument for: The Governor needs more time to carefully review the high volume of bills passed at the end of the legislative session. The extra time would allow for more public comment.

Argument against: This measure would increase government red tape.
# SPECIAL REPORT: PRIMARY ELECTION

## District Endorsements

| District 1 - San Francisco | Jeff Brown  
President, San Francisco  
Supervisor, San Francisco  
City Council, San Francisco  
Supervisor, San Francisco | Mary Griffin  
President, San Francisco  
Supervisor, San Francisco  
City Council, San Francisco  
Supervisor, San Francisco |
|---------------------------|--------------------------------------------------|
| District 2 - Oakland      | Ivy Cohen  
President, Oakland  
Supervisor, Oakland  
Oakland School Board  
Mayor, Oakland  
City Council, Oakland  
Supervisor, Contra Costa County | Lizzie Gilmore  
President, Oakland  
Supervisor, Oakland  
Oakland School Board  
Mayor, Oakland  
City Council, Oakland  
Supervisor, Contra Costa County |
| District 3 - Stockton     | Bruce Borad  
President, Stockton  
Supervisor, Stockton  
City Council, Stockton  
Supervisor, Stockton  
Supervisor, Del Norte County | John Phillips  
President, Stockton  
Supervisor, Stockton  
City Council, Stockton  
Supervisor, Stockton  
Supervisor, Del Norte County |
| District 4 - Eureka       | Jean Warnes  
President, Eureka  
Supervisor, Eureka  
City Council, Eureka  
Supervisor, Humboldt County | Greg Conners  
President, Eureka  
Supervisor, Eureka  
City Council, Eureka  
Supervisor, Humboldt County |
| District 5 - Fresno       | Karen Humphrey  
President, Fresno  
Supervisor, Fresno  
City Council, Fresno  
Supervisor, Fresno  
City Council, Fresno  | Gary Tindel  
President, Fresno  
Supervisor, Fresno  
City Council, Fresno  
Supervisor, Fresno  
City Council, Fresno  |
| District 6 - Marysville   | Larry Frumes  
President, Marysville  
Supervisor, Marysville  
City Council, Marysville  
Supervisor, Shasta County | Charlie Menoher  
President, Marysville  
Supervisor, Marysville  
City Council, Marysville  
Supervisor, Shasta County |
| District 7 - Redding      | Lois Wolk  
President, Redding  
Supervisor, Redding  
City Council, Redding  
Supervisor, Nevada County | Steve Bailey  
President, Redding  
Supervisor, Redding  
City Council, Redding  
Supervisor, Nevada County |
| District 8 - Sacramento   | Paul Richardson  
President, Sacramento  
Supervisor, Sacramento  
City Council, Sacramento  
Supervisor, Yolo County | Bill Santucci  
President, Sacramento  
Supervisor, Sacramento  
City Council, Sacramento  
Supervisor, Yolo County |
| District 9 - San Jose     | Alan Ynney  
President, San Jose  
Supervisor, San Jose  
City Council, San Jose  
Supervisor, Monterey County | Frank Fiscalini  
President, San Jose  
Supervisor, San Jose  
City Council, San Jose  
Supervisor, Monterey County |
| District 10 - Santa Rosa  | Alex Ferreira  
President, Santa Rosa  
Supervisor, Santa Rosa  
City Council, Santa Rosa  
Supervisor, Solano County | Bob White  
President, Santa Rosa  
Supervisor, Santa Rosa  
City Council, Santa Rosa  
Supervisor, Solano County |

## Statewide Offices

| California Assembly | 16 John L. Burton, D  
17 Willie L. Brown, Jr., D  
18 Delaine Eastin, D  
19 Jackie Speier, D  
20 Ted Lempert, D  
21 Byron Sher, D  
22 Bob Levy, D  
23 John Vasconcellos, D  
24 Dominic Cortese | Rusty Areias, D  
Patrick Johnston, D  
Sal Cannella, D  
San Farr, D  
Open, D  
Jim Costa, D  
Bruce Bronzan, D |
|---------------------|--------------------------------------------------|
| California State Senate | 2 Barry Keene, D  
6 Mike Thompson, D  
8 Jim Wachob, D and Patrick Fitzgerald  
10 Bill Lockyer, D  
12 Open, R  
16 Ray Gonzales, D | 14 Gary Hart, D |
| Constitutional Officers | Governor  
Lieutenant Governor  
Secretary of State  
State Controller  
Treasurer  
Attorney General  
State Insurance Commissioner  
Board of Equalization | Conway Collis  
John Van de Kamp  
Leo McCarthy  
March Fong Eu  
Gray Davis  
Kathleen Brown  
Arlo Smith |
| U.S. Congressional Endorsements | Douglas H. Bosco, D  
Erwin E. Rush, D  
Robert T. Matsui, D  
Vic Fazio, D  
Nancy Pelosi  
Barbara Boxer  
George Miller, D  
Ron Dellums, D  
Pete Stark, D  
Don Edwards, D  
Tom Lantos, D  
Gary Bond, D  
Norman Mineta, D  
Patricia Malberg, D  
Gary Condit, D  
Leon E. Panetta, D  
Calvin Dooley, D | 13 Richard H. Lehman, D  
14 Jerry McNerney, D  
15 Doug Ose, D  
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Union Briefs

Labor's image improving
A recent poll by the Roper Organization showed that public opinion of labor unions has improved. Fifty percent of Americans surveyed had a “fairly good” or “high” opinion of labor leaders, compared with 37 percent in 1982. The survey of 2,000 adults indicated that fewer people now believe that unions have gone too far in trying to gain improvements for their members, 25 percent compared with 36 percent in the mid-1970s. An increasing number—26 percent compared with 17 percent in the mid-1970s—think that unions “need to do a great deal more to improve the quality of life for workers.”

Crane licensing bill
In the wake of last November’s crane accident in San Francisco that killed five workers, Local 3 sponsored Senate Bill 478, which would require licensing of crane operators. In January, the bill cleared the Senate Industrial Relations Committee by a unanimous vote. Last month, SB 478 along with two companion bills cleared yet another hurdle when the Assembly Committee on Labor and Employment voted to approve all three crane safety measures. Committee Chairman Tom Hayden said he would push to have all three bills merged into one measure before they reached the Assembly floor.

Unions to purchase United Airlines
In a move not seen since the days of People’s Express, three AFL-CIO unions—the Air Line Pilots, Machinists and Flight Attendants—are poised to assume ownership of United Airlines. The $4.38 billion takeover will make United the largest employee-owned company in the nation and mark one of the rare occasions when workers will assume control of a profitable business.

Bay Area construction up
While nonresidential construction continues to slide throughout the rest of the country, the outlook in San Francisco, Marin and San Mateo Counties appears more promising. Contracts for future building projects in these three counties jumped a rosy 97 percent in March. However, residential work suffered a 38 percent drop during the same period in those same counties. Nationally, overall construction is down by 6 percent over last year.

Contractors paying less
U.S. contractors expect to grant to their operating personnel average salary increases of 5.21 percent during 1990. This would be down slightly from the 5.85 percent increase in 1989.

States can’t count on feds
A state-by-state analysis of highway funding data suggests that many states have already accepted the fact that they cannot count on the federal government as a significant contributor to highway costs. State and local governments are already paying a higher proportion of highway improvement costs. 76 percent in 1988 compared to 74 percent in 1980, according to a study by The Road Information Program. The report shows that many states, in an attempt to offset the lack of federal highway dollars, have begun to raise gasoline taxes, which have jumped 84 percent since 1980.

Local unions to receive $50 for every new member recruited
To help boost its membership, the Operating Engineers will pay its locals $50 for each new member recruited in a calendar year. The program was approved during the IUOE general executive board meeting in Chicago April 17-19.

Also at the meeting, an increase of 50 cents per member per month in the per capita tax was due to take effect in July of this year, according to the Operating Engineers General President Frank Hanley.

His proposal to cut the increase to 25 cents and to earmark revenue from the increase for organizing purposes was approved by the board. The program applies to all local unions. Payment will be made in April of the next year.

The Operating Engineers now represent some 370,000 members in about 240 locals in the United States and Canada. Membership increased about 4,500 in 1989. The decline in the union’s membership bottomed out in 1986 and has since been steadily rising.

Nevada fund raiser benefits Democratic Party
Nevada Governor Bob Miller (above) gives the keynote speech at the Jefferson-Jackson dinner held April 26 at the Stockmens’ Hotel in Elko, Nevada, a fund raiser to benefit the Nevada Democratic Central Committee. More than 300 people from labor, business and politics paid $20 a plate to attend the dinner.

Pictured with Governor Miller (below) are Elko business agents Slemen Ostrander and Delmar Nickeson and District 11 Rep. Ray Morgan.

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Labor commemorates crane collapse victims at Workers Memorial Day rally

The observance of Workers Memorial Day in San Francisco focused on casualties of the nation’s longest and costliest undeclared war: the one against preventable work place injuries that kill some 110,000 Americans and wound millions annually.

Trade unionists and friends gathered on the site where a crane collapse killed five workers last November. They heard Ira Reiner, a pro-labor general, call for punishment of “Every year 10,000 workers are unnecessarily killed because of deliberate safety violations.”

The San Francisco crane collapse site at the intersection of California and Kearny Streets was blocked off for the rally that began at 10 a.m. under bright skies.

Reiner, who as district attorney of Los Angeles County established the only prosecutorial team in the country assigned exclusively to worker health and safety violations, was introduced by Fran Schreiberg of the State Building and Construction Trades Council of California. Reiner pledged that as attorney general he will work to curb safety violations.

“Every year 10,000 workers are unnecessarily killed and 50,000 to 80,000 die prematurely because they were exposed years earlier to chemicals on the job site,” Reiner said. “It’s important to understand why this happens. In most cases, it is because a decision has been made to deliberately violate safety laws in order to cut costs. When that happens, death and serious injury are inevitable.”

Dennis Madigan, business manager of San Francisco’s Iron Workers Local 377, read the tribute to the dead workers that...
Most union leaders agree that the future of organized labor lies in its ability to provide competent, skilled labor to this nation's workforce. The way to attain this goal, they say, is through apprenticeships.

Since 1971, the Joint Apprenticeship Training Program at Rancho Murieta has been churning out hundreds of journeymen operators and mechanics. This year 77 more graduating journeymen were added to this impressive list at the JAC Completion Ceremony April 21 in Sacramento.

Speaking to some 400 guests, JAC Administrator Larry Uhde summarized the evening's significance, "Apprenticeship is the future of our industry, and these graduates are our future leaders, the heartbeat of our nation."

The ceremony, preceded by a cocktail hour and dinner, began at around 8 p.m. with Uhde introducing Local 3 Recording- Corresponding Secretary William Markus, the evening's master of ceremonies. Markus then introduced Local 3 Business Manager Tom Stapleton, who spoke about how important passage of Propositions 111 and 108 is for the graduating journeymen, many of whom might work on the projects these three measures would create.

But the highlight of the evening came when the graduates filed up to the podium, district by district, to receive their certificates. The joy—and in some cases relief—they felt was certainly warranted considering that most graduates worked between 8,400 and 6,400 hours over a four-year period to reach journeyman.

Training for most of the graduates began in 1986 with a 10-week introductory course at Rancho Murieta. The first two weeks consisted of first-aid training and equipment orientation. During the next eight weeks, CEOs trained on at least three pieces of equipment: dozers, scrapers, excavators, blades, cranes, paving equipment, loaders and graders. HDRs receive training in welding, electricity, hydraulics, engines, lubrication and maintenance.

Following the Rancho Murieta course, each apprentice is placed with a contractor and put to work. From that point forward, the apprentices racked up the vast majority of the hours needed to graduate. Contractors worked closely with the training staff at Rancho Murieta to ensure that the apprentices received the best training. For that reason, several contractors were honored for their participation in the apprentice program. Piombo, Teichert, Granite, Tutor-Saliba-Perini, Gentz, Baldwin, Shea, DeSilva and Ghilotti all received recognition awards. Paul T. Beck won the Employee of the Year Award.

After the ceremony, the time came to express one's happiness on the dance floor. For some of the 77 new journeymen, the next day's hangover was a reminder that the real world awaited them Monday morning. But at least for several hours on the evening of April 21, they could forget about work and gloat over their achievements.

Curtis Brooks made some people in Redding and at Rancho Murieta disbelievers of the old saying, "You can't teach an old dog new tricks."

In January 1986, at age 35, Brooks quit his comfortable job as a credit manager at Redding's Mercy Medical Center and four months later entered the Joint Apprenticeship Training Program at Rancho Murieta.

"I'd had it all I could take working in the credit business," Brooks said. "Because my father and uncles were loggers, I always loved working outside, so I decided to make a change."

Four years later, at the California Joint Apprenticeship Committee's Completion Ceremony held April 21 in Sacramento, Brooks walked away with the highest honor for an apprentice: the overall Graduating Journeyman of the Year Award.

Out of 77 graduating apprentices, Brooks was clearly the best. His competency test scores, grades, weekly evaluations and work habits throughout the four-year program were exemplary.

"Curtis went through the program with no problems," said Ken Bettis, JAC coordinator for the Marysville-Redding District. "He did what was expected and more. Curtis was the type of apprentice that when he saw something he wanted to do, he wouldn't hesitate to ask the foreman if he could give it a try."

What separated Brooks from the average apprentice, according to his mentors, was the combination of raw talent and a can-do attitude. For example, after working a 10-hour shift on a scraper, Brooks worked nights lubricating equipment while working for Baldwin Construction.

"Curtis was always a participant," Bettis said. "He took an active part in his training, as well as attended functions. He's not going to stay where he is for long. He's going places."

In addition to receiving his journeyman CEO certification, Brooks recently obtained a C-12 excavators license and has started his own excavating business. Brooks' real dream, though, is to become a finished blade operator.
TEACHING TECHS

By Art McArdle, Administrator

Our Joint Apprenticeship Committee met on Thursday, April 5 and reviewed the hands-on training day activities, receiving positive comments from EEOC Compliance Monitor Sharon Meadows, Administrator Arthur J. McArdle and from the attending instructors. The committee decided that a hands-on training day should be held in the Sacramento area in the fall.

The JAC added an additional qualification rule to the selection procedures for apprentice Chain Rod level. This rule states that an "Applicant must possess a current, valid driver's license to remain current during the entire term of apprenticeship." This rule will affect all new first through fourth period apprentices registered after April 5, all current applicants who tested and passed after April 5 and awaiting their first dispatch, and all new applicants.

Additionally, the JAC made several changes to the selection procedures for the Journey-Level Educational Program. They are:
- Applicants for the Journey-Level Upgrade Training Program shall, as a prerequisite, be tested for placement and such testing shall become the requirement of any topic.
- Attendance of each journey-level upgrade person shall attend related training classes one night per week. A "present" attendance credit will only be given when the individual arrives on time and stays for the entire class. Any person who arrives late or leaves early will not receive attendance credit.
- If students are absent from class, they will notify the administrative office in writing why they were absent. An excused absence from training classes will be granted by the administrator.
- Each journey-level individual will turn in at least one topic per week at training classes in order to maintain current progress.

These new rules add to the current regulations governing Journey-Level Educational Program Selection Procedures and affect all individuals currently registered in the Journey-Level Upgrade Training Program.

I attended the Operating Engineers Joint Apprenticeship Committee completion ceremony held April 31 in Sacramento. Any graduate who has not yet been recognized or who graduates during 1990 will be invited to attend next year's ceremony. If you are a previous graduate and would like to attend please, contact the NC-SSJC Administrative Office at (415) 635-3255.

I hope all apprentices attended the recent union meetings. Local 3 is your union and you should be proud to be a part of it. Your input is necessary, so be sure you attend all of your union meetings!

Don't forget to vote in the June 5 Primary Election. We need to vote YES on Proposition 111, 108 and 116, and NO on 118 and 119. Remember, it takes a YES on both for either to be passed into law. Also, this money can only be used for highway and transit rail systems.

FRINGE BENEFIT FORUM

By Don Jones, Fringe Benefit Director

Pick up any newspaper and you're bound to see a headline regarding the rising cost of health care in America. And this current trend is not good.

The main reasons for the rise are medical inflation, increasing claims volume and shrinking insurance reserves. Last month we informed members of meetings to be held concerning our health and welfare plan status. Members were given a chance to give formal input by completing a questionnaire passed out at the meetings. The response was overwhelming.

Almost all those attending the meetings were in favor of maintaining the current level of benefits, even if it costs a certain cents-per-hour total of the next negotiated increase that goes into effect July 1. You may have inferred from a statement made in our last month's article that one option is to return to a higher payroll plan. We didn't suggest this option.

Benefits costs are continuing to escalate. Together with proper use of our cost containment, we can handle the problem for the short term. Long-term solutions, however, will be found when we straighten out our convoluted medical-industrial complex.

Prescription Drug Payments

To avoid delay in processing your prescription drug claims, please complete your portion of the claim form and have Part III completed by the pharmacist.

If the pharmacist can't complete this portion of the form, complete your portion and attach the prescription receipt. This involves additional processing and possible delays in receiving your reimbursement.

Hearing Aid Plan

The Hearing Care Plan was initiated to provide you with hearing aids at a set price. Hearing aids vary in quality and price. By using the plan we have taken the guesswork out of purchasing or replacing your hearing aids.

The Hearing aid providers for this plan may change occasionally. Please call 1-800-322-4327 to verify the provider in your area.

YOUR CREDIT UNION

Grand opening in San Jose

By Bill Markus, Treasurer

We told you in March that the Credit Union's San Jose Branch was opening soon. Well, soon is now! On Monday, May 14, we celebrated the grand opening of the San Jose Branch. The office is located off the Bayshore Freeway at 1310 Tully Road, Suite 109. It adds another convenient location to serve you.

Lower minimum balance

For some time the minimum balance needed to join the Credit Union was $100. We found that for many members this was too much. We have lowered the minimum to $5. For any of you that have been postponing joining the Credit Union because of the $100, now is the time to join. With a $5 balance in savings you can take advantage of the many services the Credit Union has.

Just for retirees

The Credit Union's Golden Three account was especially designed for retired members. If you are not already a Golden Three member, consider what we have to offer. The account provides you with free checks on our no-fee checking accounts, American Express traveler's checks without a fee, and our latest addition, a Visa card without an annual fee. Compare us with what other financial institutions are offering. You have worked hard and now you should reap your rewards. We feel our retirees deserve the best, and the best is at your Credit Union.
What do you know about ‘Baysball?’

Since Local 3 is sponsoring the Oakland A’s and the San Francisco Giants again this year on television and radio, we thought it would be a good idea to see how much you know about our championship teams. Take this trivia quiz and send it into Engineers News and you could be the winner of a pair of tickets to A’s or Giants games! Some questions are easy. Some are real head scratchers! Let’s see how well you do.

Answer all the questions as best you can. Mail the completed quiz to: Engineers News - Baysball Quiz, 474 Valencia Street, San Francisco, CA 94103. Entries must be postmarked by Saturday, June 9. At the end of the quiz is a list of games for which Local 3 will be providing tickets. Check off as many of those games your schedule will permit you to attend. If you are a winner, you will be given a pair of tickets to one of the games you checked off.

Winners will be based on the highest scores. All entries will be scored. Those with a perfect score of 30 will each receive a pair of A’s or Giants tickets, based upon the preference indicated. Then those with a score of 29 will receive tickets, and so forth until all available tickets have been awarded. In the event there are tied scores and not enough available tickets, the tied scores will be placed in a random drawing the remaining winners will be drawn. Winners will be notified by mail, and will receive a pair of tickets with their notification. Good luck!

Fill in the blanks.

1. This A’s player was obtained in a trade in mid season last year and went on to lead the league in runs, walks and stolen bases.

2. AL Rookie of the year in 1988.

3. Consistently has one of the lowest percentages in the NL for hitting into double plays.

4. For a pitcher, he has one of the best hitting averages in baseball.

5. Led the majors in saves in ’86.

6. In ’89 became the first pitcher to steal a base since the DH rule started in ’74.

7. Led the NL in sacrifice hits with 18 in ’86 and 14 in ’88.

8. Led all NL players in voting for the ’89 Allstar Game.

9. In ’88 topped the NL in runs scored.

10. Hit 97 RBI’s for the A’s in ’89, but now plays with Milwaukee.

11. One of the “Bash Brothers.” Was AL Rookie of the Year in ’87.

12. This A’s player did a TV commercial for Local 3.

13. After going 0-for-14 at the start of ’89, this Giants player hit a grand slam for his first hit of the season.

14. Won 17 games for the A’s in ’88 and ’89.

15. Going for his fourth consecutive 20-game season.

16. The only player to make the “40- 40” Club.

17. Hit 47 HRs for the Giants in ’89.

18. NL ERA champion in ’83, now in the Giants bullpen.

19. Starter for most of his 16-year professional career. Became a vital member of the Giants bullpen in ’89. Plagued by injuries this season and in ’88.

20. Key closer for the Giants.

21. Finesse southpaw, usually set-up man for Eckersley.

22. This ‘89 rookie is shaping up as another slugger for the A’s.

23. “Big Daddy”

24. This Giants pitcher is particularly rough on lefthanded hitters. He gave up no hits to them in 33 straight plate appearances at one point last year.

25. His hitting has been inconsistent, but he is a dazzling glove man for the A’s.

26. Battled for the AL batting title last year and barely lost out in the final week of regular play.

27. Reliever in ’88 led the Giants staff in stranding inherited runners, with 78 percent average.

28. Was MVP in AL Championship Series last year.

29. Was AL MVP in the ’88 Allstar Game.

30. In the ’88 AL Championship Series, he went 3-for-3 in Game 3 with a double and homerun for 3 RBIs.

Name ________________________

Soc. Sec. # ____________________

Street ________________________

City/State/Zip ________________

Telephone (_______)

Be sure to check off all games you would be able to attend on next page, if you are a winner.
'Baysball' Game List

Below is the list of A's and Giants games that are available for the Trivia Quiz contest. You should check off as many games as you would be able to attend. This will help insure you get tickets to a game you can go to, should you be a winner. In the case of the Oakland A's, due to the limited availability of weekend games, you should check off as many week night games as possible, if your schedule permits you to make a week night game.

Oakland A's Games

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<th>Date of Game</th>
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San Francisco Giants Games

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The other propositions

(Continued from page 4)

let the Governor hold secret meetings and make back room deals, and make it more difficult to invalidate bad laws through referendums.

Prop. 112: State Officials, Ethics, Salaries, Open Meetings.

Would prohibit or limit legislators and elected state officials from lobbying, accepting honoraria and gifts that might create a conflict of interest. The proposal would also provide for a gubernatorial commission to set salaries of officials and legislators and mandate open meetings.

Argument for: Would increase government officials' accountability and hold them to tougher ethics standards.

Argument against: Would be a legislative pay raise disguised as an ethics reform measure. Besides, the state Legislature already has the authority to curb unethical practices.

Prop. 114: Murder of a Peace Officer.

Would broaden the definition of a "peace officer" to include any state bureaucrats who commit murder these peace officers.

Argument for: Would increase significant and complex changes in state criminal law, including eliminating preliminary hearings for defendants by grand juries, permitting hearsay evidence at preliminary hearings, and changes in the way juries are selected.

Argument against: Would embarrass evidence of government officials who commit heinous crimes from getting on free.

Argument against: Would infringe on the right to a fair trial.

Prop. 120: New Prison Construction Bond Act.

Would authorize $450 million in bonds to build new prisons and improve existing ones.

Argument for: Because of tough new anti-crime laws, more convicted criminals are being sent to the slam-mer. In the past decade, the number of felons in our state prisons has increased from 23,000 to 88,000. But our state prisons are built to house only about 48,000. Prison overcrowding threatens public safety, prison staff and the prisoners whom the facilities are trying to rehabilitate. Prop. 120 will provide needed funds to continue building more prisons so that dangerous criminals can be removed from your neighborhoods and behind bars where they belong.

Argument against: Californians have already approved $3.6 billion for new prisons since 1981. Now's the time to channel money into more effective intermediate programs, such as alcohol and drug treatment facilities and work furlough programs, which are considered to be more effective rehabilitators since the majority of California crimes are non-violent or drug related.


Would authorize the state to sell $450 million in bonds to build and improve facilities at the various universities of California campuses, California State Universities and California Community Colleges.

Argument for: This proposal would help one of the world's finest systems of higher education accommodate increases in student enrollment, adopt new technology, strengthen the state's economy through improved training, and improve earthquake safety.

Argument against: Taxpayers are already subsidizing enough state higher education. Students themselves should be required to meet additional costs.

Prop. 122: Earthquake Safety and Public Buildings Rehabilitation Act

Would authorize $300 million in bonds to repair state-owned buildings that would be unsafe during earthquakes.

Argument for: Experts believe that California can expect a catastrophic earthquake—the so-called "Big One"—to strike a populated area anytime within the next 30 years. With this threat in mind, the state must take action to reduce the hazards resulting from earthquakes.

Argument against: Improvements to state buildings should be made out of existing revenues. Bond issues end up costing taxpayers much more because of the interest that has to be paid on the bonds.
Dry winter speeds up projects

The work picture in the Santa Rosa area is picking up. Since we had a dry winter, most of the contractors got a lot of work completed, leaving only a few jobs to finish this spring.

The other day, I was in Rohnert Park and saw three union jobs right next to each other. North Bay Construction was working on a subdivision on the north side of East Cotati Ave., next to Sonoma State University. On the south side of East Cotati Ave., Gilotti Brothers was working on another phase of the Spreckels subdivision. South of that subdivision, Dow Company was starting a $500 million elementary school.

On the multi-use trail job between Sebastopol and Santa Rosa, I talked with Local 3 member George Cinquini, who used to work for Delta Engineering, a union surveying company. George told me he started his own business, called George Cinquini and Associates, as of January 1. And, yes, he did sign a contract. Way to go George!

You have heard us talk a lot about Propositions 111 and 108. These two initiatives are very important for our work outlook. For example, if Props. 111 and 108 don't pass, the work on the Hwy. 101 overpass at Wilfred Ave. won't be completed. So, we need to pass these two propositions. Get out to vote!

At Empire Tractor and Equipment Company, Tim Rutherford has been appointed job steward. At Hogue Equipment, the members ratified a three-year contract for shops in Santa Rosa, Napa, Ukiah and Arcata.

Jack Short, Local 3 safety director, took time out to conduct a safety meeting at Bartley Pumps. He talked about hard hat and safety glasses use and showed a film on proper lifting techniques.

Since becoming the Santa Rosa business agent, I have been trying to meet all the members. If you visit your job and don't know you, please don't get upset if I ask for your card or dispatch. This is a way for me to learn who you are.

Finally, grade checking classes will be starting soon. I hope to schedule them on Thursday nights and Saturday mornings. I am also looking for some journeymen grade checkers to volunteer some time on Saturdays to help teach when we are in the field. If you are interested in taking the class or in teaching, please call the office.

George Steffensen Business Rep.

Marysville Picnic “Best Ever”

The Marysville annual picnic, held April 28, was the best we've had thanks to a beautiful spring day and all who attended.

Retired brother Al Brolliar won the picnic door prize, a 19-inch color television.

Thanks to the time that brothers Darell Steele, Gene Garewal, Bob Barber, Bill Hodges and Dan Mostats donated, we had a new barbecue to use. Our apologies to our members who had to wait in line a few minutes for the meat to cook.

Thanks also to our cooks Dave Coburn, Berlin Procter, Dan Mostats, Bing Pennington, Moe Dumlao, Hugh Rogan, Dave Young, Frank Herrera, Dave Slack and Bob Yturiaga for a great job.

Also, many thanks to Phyllis Garewal, Lucy Johnson, Pat Pennington, Diana Mostats, Lila Coburn, Jana Pennington, Valerie Yturiaga and Carol Hughes for working (continued on page 17)
Obsidian quarry under construction site?

Work is rolling again in Lake and Mendocino Counties. The weather is finally drying out enough to "dig in" for the season. Several unusual items caught my interest from our district that I thought I'd pass along to you.

In Clearlake, local Pomo Indians are charging that the construction of a new school violates state and federal laws because it's on an ancient obsidian quarry site. Construction crews from Maggiora and Ghilotti have almost finished grading the site, claimed by the Indians to be near-ANALYSIS

Dr Holly K. Muchmore, Ph.D.

A study of ancient obsidian use in the southwestern United States by Dr. Holly Muchmore of the University of California at Los Angeles is significant to the current debate over mining of obsidian. Dr. Muchmore's research suggests that the use of obsidian was not limited to the immediate vicinity of the quarry, as has been traditionally assumed.

The study, which includes an analysis of obsidian artifacts from sites throughout the region, reveals a much broader distribution of obsidian than previously thought. This finding supports the Pomo's claim that the quarry site is sacred.

The Pomo's claim is based on their belief that the obsidian is the sacred stone of their ancestors. They argue that any mining of the site would desecrate their cultural heritage and violate their religious beliefs.

The California Energy Commission has approved a request by Sonoma and Lake Counties for a $554,000 state grant to study what can be done to stop steam pressure decline at the geysers. The thermal field, which runs along the mountainous border between Sonoma and Lake Counties, has produced super-heated subterranean steam since 1960. In the past three years, the steam level has declined dramatically.

People in the industry believe the geysers will provide power for the next 20 to 30 years, but unless a way to recharge the water supply is found, the project will expire. Possible ways of increasing steam pressure include constructing a dam at Big Sulphur Creek. This would supply water for injection into the geothermal reservoir and help provide jobs and growth for the construction industry.

In Lake County, the work is rolling again. The Clearlake area is being rapidly developed, and the Pomo Indians are protesting the construction of a new school on an ancient obsidian quarry site. The Indians claim that the quarry is sacred and that mining it would violate their cultural heritage. The California Energy Commission has approved $554,000 in state grant funds for a study of what can be done to stop the decline of the geysers. The geothermal field, which runs along the mountainous border between Sonoma and Lake Counties, has produced super-heated subterranean steam since 1960. In the past three years, the steam level has declined dramatically.

Wineries in pits after losing gravel mining fight

While the out-of-work list overall hasn't started to move yet, Kiewit, Ghilotti, Dillingham, Mountain Cascade and a few others have really felt the ground shaking around Vallejo. Most of eastern Solano County is off to a somewhat slow start, with the exception of Tiuecht, Collet, Oliver de Silva and Amos and Andrews, which have started back to work and should start placing orders soon.

The gravel companies and (Continued on page 17)
NEWS FROM THE DISTRICTS

Pinning ceremony honors members

At the District No.1 meeting held April 17 at San Mateo's Laborers' Hall, 38 Local 3 members received service awards.

Receiving their 25-year pins at the meeting were, from left to right, Tom Sanders, Philip Fesler, John Camarra, Ken Bottari, John Crane, Nate Davidson, Eugene Kerkhoff, John Goehring, Joe Lamping, Ed Lazzari, Sheldon Loudahl, Ivar Peterson and Frank Martin. Local 3 President Don Doser, far right, presented the awards.

Local 3 President Don Doser congratulates Sam Rossi for 40 years of service. Edward Rodgers, not pictured, also received his 40-year pin.

Receiving their 30-year pins at the meeting were, from left to right, Robert Malaspina, Lloyd Kurtz, Howell White, Milton Jackson and Ron Sickler. Local 3 President, far right, presented the awards.

Receiving their 35-year pins at the meeting were, from left to right, Bud Quadros and Bernard McLaughlin, with Local 3 President Don Doser on the right.
Dad’s Day Volunteers needed

Four years ago, building trade unions across the United States established Dad’s Day, a special day each year when the present generation of building tradesmen worked to build for the next, hoping that someday diabetes will be cured.

Last year, thousands of building trades workers, their families and friends raised more than $1 million to help construct a new Diabetes Research Institute. Workers carried posters, signs and buckets to busy intersections, requesting donations from passing motorists to help fund diabetes research.

This annual event, falls on the Saturday before Father’s Day, and takes place this year on June 16.

Utah locals haven’t yet participated in this program, but this year that will all change. We’re planning to solicit funds at liquor stores, shopping centers and other sites. We need volunteers to work these sites for a few hours on June 16. This year, building trades workers hope the event enlists 20,000 full-time volunteers throughout the country. Just a few hours of your time will make the difference between life and death for 12 million Americans who suffer from diabetes.

Please contact the Utah Building Trades Office, 2261 South Redwood Road, Salt Lake City, Utah, 84119 (tel: 801-973-2039) and volunteer to make a difference. Show pride in your local union and in your community by taking part in this worthwhile event.

Many thanks to you from the Dad’s Day Committee.

Utah District Office

As usual, Utah is waiting for this spring’s big job. The next big project, expected to bid at between $10 and $25 million, is the mine tailings removal at the Jordanelle Dam, which will be let May 9. We hope the winner is a fair contractor.

Gibbons has called back a few more hands at Park City and Deer Valley and should call for more as the weather improves and the ground dries. If you’re a ski bum, you’ll enjoy the winter months there—only Gibbons could keep working all year.

Gibbons’ Ogden Division is still gearing up for spring and should be hitting it hard soon. The company is hoping to pick up some work in northern Utah. If successful, Gibbons would have a good season.

W.W. Clyde and Company has fired up its crusher and hot plant just below Frances and will be finishing up the asphalt on the road from Kamas to the Park City junction. We hope there will be some more to move when this job ends.

Sea Works, Inc., despite a few setbacks, has started its project at Flaming Gorge Dam, another nice area to work if you like fishing, hiking, swimming, and people watching. This project will run into July. Using a 3900 Manitowac crane, three operators will be lowering divers and equipment down the dam’s water side to do repairs. If you’re driving by the job, honk and wave at the operator as he needs to stay awake on this job.

In the first week of April, representatives Kay Leishman, Derlin Proctor, Jerry Bennett and I assisted Local 9 and the International Union in an organizing campaign at the new Denver airport, a major project in which all union crafts worked hard to initiate.

But wouldn’t you know it, the first phase bid went to non-union Ames Construction. The 40 million yards of earth to be moved would have kept a number of Local 3 hands busy. As you probably know, Ames works most Local 3 areas without an agreement. I think all the western locals should start working together in pressuring these types of contractors that work our states.

Before Local 3 got involved, IUOE Representative Ken Allen and the rest of the agents worked hard to put together this organizing effort. Local 9’s work was just a start for them but was needed.

Good luck to Local 9 and the International on this organizing effort.

Virgil A. Blair
Business Rep.

UTAH ANNUAL PICNIC
Noon—June 9, 1990
Operating Engineers Hall
1958 West North Temple
Salt Lake City, Utah

RETIREES PICNIC
Noon—June 9, 1990
Operating Engineers Hall
1958 West North Temple
Salt Lake City, Utah

JOE HILL CELEBRATION
2pm—September 1, 1990
Sugarhouse Park
Salt Lake City, Utah

LABOR DAY RALLY
11am—September 1, 1990
Murray Park
Murray, Utah

For our own preservation

Getting involved politically

Utah now ranks a disposable sixth among Rocky Mountain states in having the most child labor law violations. I’m ashamed of this statistic. I am ashamed of this statistic, as should all Utah politicians, businesses, religious groups and residents. Is there a connection between this and the fact that Utah ranks 48th nationally in income for the working class? I think so.

The problem lies in our movements in your neighborhoods. Voice your opinion. Pay attention to the income from every person who has the courage to mutter to themselves, “I’ve had enough!”

Get involved with the positive and progressive movements in your neighborhoods. Voice your opinion, not someone else’s. Get involved in your work place. Join in solidarity with your fellow workers to make things better for all of you. Remember, you have your job because your employer needs you.

Encourage everyone you know to investigate starting or joining a union. Union workers earn about 20 percent more in wages and fringe benefits than non-union workers in this country. While Utah is a right-to-work state, you still have the right to organize. Be sure you’re registered to vote, which can be done at the union hall or by calling us. We’ll make sure you get the proper forms.

Pay attention to the individuals in your district running for office, regardless of what party they represent. Tell them what your thoughts are. To get your vote, they must support your wishes. If they don’t, let them know you can’t support them. Also, call your union hall if you have any questions about these people, and we’ll give you any information we have.

One way to help improve your situation is to get involved. Make sure that you and your eligible family members vote in both the primary and general elections. Encourage you to contact your union hall and get involved.

Donald R. Strate
District Rep.
NEWS FROM THE DISTRICTS

Annexations helps Sacto work

El Dorado County work continues to improve. Roy E. Ladd has returned to work on the Hwy. 60 bridge realignment near Ice House. On May 1, it started work on the Hwy. 89 erosion control project, which will take two work seasons to complete.

Delta Construction has begun excavating at the new camp site at Ice House Reservoir. Teichert Construction has begun finishing its subdivision work at Bass Lake Road. Work in south Placer County is heating up as well. The population of Roseville, now 42,484, is expected to double in the next 15 years and planners are drafting the new general plan for unincorporated Placer County. Some 4,800 acres are designated as future urban reserve and 4,200 acres are designated for immediate urban use.

Three developers have submitted annexation proposals:
- Roseville’s Coker Ewing Company wants 740 acres. The subdivision will be called East Lake and will contain 2,000 single-family homes and 500 multi-family units.
- San Francisco’s Kingsfield Development wants to annex a 5,000-acre tract for approval of 2,400 homes and 1,800 single-family homes, 255 acres to be zoned for industrial use and 61 acres for retail use.
- CSY Investments want to annex 1,030 acres, called the Lincoln Crossing Tract, and is asking for approval of 3,400 residential units, including 2,300 single-family homes, 179 acres to be zoned as retail and 110 acres as industrial.

Congratulations to GS Roofing Products for having no loss time or accidents over the last two years. Also, we have completed negotiations for a 4-12 shift that will be very useful to our brothers’ health and safety.

In downtown Sacramento, Webcor Builders will be placing iron on a job on Capitol between 4th and 6th Streets. Webcor is going to start with a tower crane and then bring in a 120-ton American crane. The project will last about 10 months.

PKS is driving the piling on a 28-story building located at 10th and J Street. A tower crane and two manlifts will be used on this job, which will last about one year.

A $120 million project at Lot A hasn’t started yet because of problems with the plans.

Dave Young
Business Rep.

Asphalt plant keeps 9 Local 3 operators busy year round

RMC Lone Star, Lemon Cove, Employees 9 Operating Engineers on a year round basis.

The plant produces about 650,000 tons per year of aggregate asphalt for King and Tulare Counties.

Plant Superintendent George Allen has been at Lemon Cove for over a year. He has upgraded and improved the plant and established a good working relationship with his employees.

Dragline Operator Mike Cox and Oiler Ben Sharp load four Euclid end dumps to feed the plant. Larry Merrott runs the plant, and Bob Coley and John Godfrey run loaders in the yard loading customer trucks. Steve Wilmans runs scraper stripping in the pit. The mechanics are Job Steward John Merrott, Marion Van Huss and Marvin Statler.

Asphalt plant keeps 9 Local 3 operators busy year round

From left to right; Ben Sharp, Marvin Statter, Steve Williams and Mike Cox

Loaders Bob Coley and John Godfrey

George Allen, Monty Montgomery, Larry Merrott, Marvin Van Huss, John Merrott and Romie Roberts

Fresno Picnic

MORE! Fresno picnic
Saturday, September 8, from Noon - 4pm. Dinner served at 1pm. Steaks-Hot Dogs-Salads-Rolls-Beans-Soft Drinks-Beer-Horseshoes (not edible!) and lots of good fun.

Cost: $8.00 per person for Active members and $5.00 per person for retired. Kids under 12 free. Tickets available at the Fresno district office and from your agents.

Remember — in order to buy the products for your enjoyment we must have advance ticket sales. Thanks and see you there. WHERE?? Peace Officers Pistol Range on Herndon and 99 out by the Riverbend.
Gravel mining dispute

(Continued from page 13)

Local 3 apparently had won at least the first battle but not necessarily the war. After six months of bickering, the Sonoma County supervisors temporarily approved a plan to allow Syar Industries to mine gravel on 30 acres of vineyards along the river. However, the supervisors will formalize a final vote when a specific resolution is drawn up in about five weeks.

The decision allows Syar to extract gravel from the 30 Riverside acres south of Healdsburg. The decision does not require an environmental impact report on the project, but does call for Syar to pay for a monitoring program that will determine gravel mining's impact on ground water in the area.

The supervisor's decision forced Syar to reduce the area to be mined from 50 acres to 30 acres, but the company gets to change the property's zoning to allow for mining. Syar also has agreed that once the mining operation is completed, the land will remain undeveloped or used for agriculture.

Syar said the use of 30 acres for mining gravel should enable the company to extract gravel from the site for about three years. Meanwhile, the supervisors have indicated they might use the interim period for a review of the 10-year-old Aggregate Resources Management Plan, which governs mining along the river.

Supporters of the wineries say they will ask the supervisors to re-open public hearings on the project and will appeal the decision to the state Board of Mining and Geology. The war may have just begun, with many vicious battles still to come.

Grievance Committee Members
Elected - First Quarter-1990

<table>
<thead>
<tr>
<th>District</th>
<th>San Francisco</th>
<th>Oakland</th>
<th>Stockton</th>
<th>Eureka</th>
<th>Fresno</th>
<th>Marysville</th>
<th>Redding</th>
<th>Sacramento</th>
<th>San Jose</th>
<th>Reno</th>
<th>Salt Lake City</th>
<th>Hawaii</th>
<th>Maui</th>
<th>Fairfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>John Reilly</td>
<td>Jim Bone</td>
<td>Billy Barrett</td>
<td>Abe Sousa</td>
<td>Robert Daniels</td>
<td>Glen Moore</td>
<td>Eric Sargent</td>
<td>Carl Richofsky</td>
<td>Michael Sierra</td>
<td>Russell Taylor</td>
<td>Shirley Seely</td>
<td>Kini Lepolo</td>
<td>Danny Rowland</td>
<td>Bill Post</td>
</tr>
<tr>
<td>2</td>
<td>James Reagan</td>
<td>Eugene Schaufer</td>
<td>Tom Aja</td>
<td>Max Lennon</td>
<td>Francis Rocha</td>
<td>Robert Barber</td>
<td>Jim Matson</td>
<td>Fred Loya</td>
<td>Ralph Phillips</td>
<td>Fran Lane</td>
<td>Douglas Taylor</td>
<td>William Kapiko</td>
<td>Joe Kamanu</td>
<td>Lane Bargband</td>
</tr>
<tr>
<td>3</td>
<td>Rob Terheyden</td>
<td>Harold Lewis</td>
<td>Tacho Zavala</td>
<td>Darrell Robinson</td>
<td>Troy Johnson</td>
<td>Tom Aja</td>
<td>Dennis McCarthy</td>
<td>Ronald Porteous</td>
<td>Jerome Crutchfield</td>
<td>Tom Gallagher</td>
<td>Richard Taniguchi</td>
<td>John Popovich</td>
<td>Scott Hokoana</td>
<td>Steve Lockett</td>
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<td>4</td>
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Safety

For the past 20 years, backup alarms in the United States have remained about the same, devices that sound a continuous beeping noise when the vehicle is operating in reverse. Since federal OSHA approved these alarms in the early 1960s, they have become gadgets for operators to hate.

Many operators have spent their entire careers listening to the alarm's constant high-pitched beep, beep, beep. To cope with these obnoxious sounds, operators have been known to completely tune out the alarm. In fact, a government report on these alarms concluded that under certain circumstances, backup alarms may actually contribute to accidents.

The assumption that the alarm is actually warning someone is false. What about the over 21 million hearing impaired people in this country? What about the over 200000 people in the United States who are unable to hear? What about handicapped people, small children and the elderly. These people can wander into the path of heavy equipment. Operators also must avoid parked cars and other obstacles. These hazards combined produce danger for the public and constant stress for the operator.

These alarms also have irritated those living near construction sites. The constant alarm noise has forced contractors to limit work hours and, in some cases, postpone projects because of citizens' complaints and having to comply with city and county noise ordinances.

After 20 years of headaches and bent ears, a possible solution to the alarm problem has been found. The Microwave Radar Collision Avoidance System, as it's called, has produced promising results under field conditions. The device shoots a microwave beam around the perimeter of the vehicle. When the radar bounces off an object, an alarm goes off inside and outside the vehicle, so both the driver and people on the ground are alerted. Instead of the alarm constantly sounding whether or not a danger exists, the new alarm system goes off only when there's a real danger. This type of alarm alerts the operator to all hazards, be it a person, fire hydrant, parked car or any other ground obstacle. The alarm is not a guidance system, rather a warning to avoid hazards. Using mirrors and common sense are still mandatory.

Pre-hacking and forward alarm features are also available that give a four-second audio warning when the vehicle is placed in reverse or in a forward gear. Ground personnel standing near the machine or out of the operator's view receive a warning.

Progress is an inevitable characteristic of evolution, and old ideas must be replaced with better ones. Safety advancements can be achieved if we all remember that hindsight is not an adequate substitute for innovative foresight. Someday this promising new system may become standard equipment.

Picnic

(Continued from page 12)

on ticket sales and serving beverages.

Thanks also to Chris Procter, Mary Bennett, Joanne Doser and Ann Steele for helping with name tags.

And a hearty congratulations to all our raffle prize winners. We hope to have even better prizes next year.

We were happy to see honorary member Roy Palmer and his wife Eva at the picnic. Palmer, who's been a member since 1946, turned 93 last October.

Darell Steele
District Rep.
### District Meetings

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

<table>
<thead>
<tr>
<th>Date</th>
<th>District</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>June</td>
<td>5th</td>
<td>District 12: Provo</td>
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<tr>
<td></td>
<td></td>
<td>Provo City Power Bldg. 251 West 800 No.</td>
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<tr>
<td></td>
<td>7th</td>
<td>District 11: Reno</td>
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<td></td>
<td></td>
<td>Musicians Hall 124 West Taylor</td>
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<tr>
<td>12th</td>
<td></td>
<td>District 10: Ukiah</td>
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<tr>
<td></td>
<td></td>
<td>Grange Hall 740 State St.</td>
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<tr>
<td>14th</td>
<td></td>
<td>District 04: Fairfield</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Holiday Inn 1350 Holiday Lane</td>
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<tr>
<td>21st</td>
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<td>District 5: Freedom</td>
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<tr>
<td></td>
<td></td>
<td>Veterans of Foreign Wars Hall 1960 Freedom Blvd.</td>
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<tr>
<td>July</td>
<td>14th</td>
<td>Semi-Annual Meeting Sacramento</td>
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<tr>
<td></td>
<td></td>
<td>Saturday 1:00 p.m.</td>
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<td></td>
<td></td>
<td>Seafarers International Aud. 350 Fremont St.</td>
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<tr>
<td></td>
<td></td>
<td>San Francisco</td>
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<tr>
<td>10th</td>
<td></td>
<td>District 4: Eureka</td>
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<tr>
<td></td>
<td></td>
<td>Engineers Bldg. 2006 Broadway</td>
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<tr>
<td>16th</td>
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<td>District 17: Kauai</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wilson Elementary School 4319 Hardy St.</td>
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<tr>
<td>11th</td>
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<td>District 17: Kona</td>
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<tr>
<td></td>
<td></td>
<td>Korawaena School, Kailakoea</td>
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<tr>
<td>17th</td>
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<td>District 7: Redding</td>
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<td></td>
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<td>Engineers Bldg. 100 Lake Blvd.</td>
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<tr>
<td>12th</td>
<td></td>
<td>District 6: Marysville</td>
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<td></td>
<td></td>
<td>Engineers Bldg. 1010 F St.</td>
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<td>18th</td>
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<td>District 1: San Francisco</td>
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<tr>
<td></td>
<td></td>
<td>Seafarers International Aud. 350 Fremont St. San Francisco</td>
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<tr>
<td>24th</td>
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<td>District 17: Maui</td>
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<tr>
<td></td>
<td></td>
<td>Waipaku Community Center Waipaku, Maui</td>
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<tr>
<td>25th</td>
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<td>District 17: Hilo</td>
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<td></td>
<td></td>
<td>Kailani School 966 Kula Ave.</td>
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<tr>
<td>26th</td>
<td></td>
<td>District 17: Honolulu</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Kailani Waena School 1240 Gulick Ave.</td>
</tr>
</tbody>
</table>

### Pre-Retiree Meetings

**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. 1956 W. N. Temple

### District Elections

On June 14, 1990, at 8 p.m., at the regular quarterly District 04 membership meeting, there will be an election for a Board Member and a Grievance Committee Member to fill unexpired terms left vacant by resignations. The meeting will be held at the following address:

- Holiday Inn 1350 Holiday Lane, Fairfield, Ca.

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

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

### HONORARY MEMBERS

As approved at the Executive Board Meeting on April 22, 1990, the following have 35 or more years of membership in the Local Union, as of April 1990, and have been determined to be eligible for Honorary Membership effective July 1, 1990.

- Alfred Alviso 0693743
- George Ashworth 0736300
- Gary Azparen 0772768
- M. W. Batt 0814756
- Jack Blass 0637178
- Lyle Bonner 0883574
- Leo Casella 0356210
- Kenneth Eldridge 0754441
- Lawrence Hale 0795887
- Phil Hartman 0736354
- Don Hooper 0757012
- James Lilly 0750502
- Wesley Maag 0828754
- Eugene Marple 0693674
- John McCaffrey 0828710
- Jim Nugent 0732176
- Carl Peters 0795919
- Ignacio Proto 0643156
- Fritz Rohrer 0830883
- Samuel Saiz 0529275
- D. E. Stacey 0503207
- Gay Way 0770001

At the May 6, 1990 Executive Board Meeting, it was reported that the following retirees have 35 or more years of membership in the Local Union:

- George Beaver 0750229
- Bonnie Bustos 0732053
- Harold Carmody 0519519
- Clyde Dunsing 0701798
- Frank Ellis 0506653
- T. R. Hildenbrand 0571156
- Sebron Jones 0295941
- A. T. Maz 0838825
- Frank Price 0651429
- Laurence Sackett 0828726
- Charles Van Housen 0698435

### DRIVE A BARGAIN

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

### Departed Members

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

**February**
- Wilbert Uehara of Honolulu, Hawaii, February 5/6/90

**March**
- E. Bellinger of Penrose, Calif. 3/2/90; James Edwards of Kelsoville, Calif. 3/27/90; James F. Glubransen of Salt Lake City, Utah 3/22/90; Robert Lea of Paradise, Calif. 3/30/90; Charlie Mey of Merino Park, Calif. 3/31/90; Manuel Reynolds of Pine Grove, Calif. 3/24/90; Jack E. Tull of Caldwell, Idaho 3/25/90; Suner Walsh of Eugene, Calif. 3/27/90

**April**
- Chesley Austin of Oronville, Calif. 4/1/90; Homer Bentley of Auburn, Calif. 4/6/90; C. L. Brookshire of Visalia, Calif. 4/10/90; Nathaniel D. Battles of Lod, Calif. 4/18/90; Carie Crine of Corning, Calif. 4/22/90; David Dultz of Redwood City, Calif. 4/5/90; John J. Dudley of Colfax, Calif. 4/5/90; George Eekman of Fallon, Nev. 4/4/90; John Garnier of Doyle, Calif. 4/10/90; Ethan H. Hall of Salinas, Calif. 4/1/90; Henry Johnson of Santa Cruz, Calif. 4/18/90; Floyd R. Kenyon of Crescent City, Calif. 4/20/90; Kay E. Kent of Gester City, Utah 4/4/90; Robert Michado of Stockton, Calif. 4/1/90; Albert McNeill of Altaville, Calif. 4/1/90; James Peterson of Pacifica, Calif. 4/15/90; Ray E. Poore of Waianae, Hawaii 4/14/90; Lloyd Portlock of Ukiah, Calif. 4/5/90; Sidney Reingruber of Modesto, Calif. 4/11/90; Boyce Strother of Kingsburg, Calif. 4/11/90

**Deceased Dependents**
- Diane Camplin, wife of Dallas Camplin 3/22/90

(Continued from page 2)

double header at Candlestick Park between the Giants and the Chicago Cubs. Tickets include a complimentary lunch provided by KNBR 68 Radio.

**Second Prize:** Four field level tickets to the Oakland A’s vs. Milwaukee Braves at the Coliseum on Sunday, July 15.

**Third Prize:** Four Field Level tickets to the Oakland A’s vs. Milwaukee Braves on Saturday, July 14.

**Fourth Prize:** Four Lower Stand Box tickets to the Giants vs. Chicago Cubs Double Header on Sunday, July 8.

To be eligible for the first Mini-drawing, all tickets must be purchased on or before Friday, June 22, 1990. Drawing will be held on Friday, June 29. Winners will be notified by telephone or mail. Winners to the mini-drawing remain eligible to win all prizes listed in the main event.

If you buy your tickets on or before July 27, you are eligible for Mini-Drawing #2:

**First Prize:** Four Field Level tickets to Oakland A’s vs New York Yankees on Sunday, August 12.

**Second Prize:** Four field level tickets to Oakland A’s vs New York Yankees on Saturday, August 11.

**Third Prize:** Four Lower Stand Box tickets to SF Giants vs New York Mets on Sunday, August 19.

**Fourth Prize:** Two Lower Stand Box tickets to SF Giants vs. New York Mets on Saturday, August 18.

To be eligible for the second mini-drawing, all tickets must be purchased on or before Friday, July 27. Drawing will be held on Friday, August 3. Tickets bought by the deadline for the first mini-drawing, but were not winners, will also be eligible to win in the second mini-drawing.

**The Main Event!** To be eligible to win the trip to Hawaii and all the other prizes listed in the Main Event, all tickets must be bought on or before Friday, August 31.

Drawing will be held at the Local 3 Executive Board Meeting on Sunday, September 8. Winners will be notified by mail.
Watch & listen for Local 3 spots on the following broadcasts

**Oakland A's on KICU Channel 36**  
**San Jose**

NOTE: Local 3 will be broadcasting two spots in each game.

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>OPPONENT</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thur, May 31</td>
<td>5:30 p.m.</td>
<td>Kansas City Royals</td>
<td>Away</td>
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<tr>
<td>Fri, June 1</td>
<td>5:30 p.m.</td>
<td>Kansas City Royals</td>
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<td>Sun, June 3</td>
<td>11:30 a.m.</td>
<td>Kansas City Royals</td>
<td>Away</td>
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<tr>
<td>Tue, June 5</td>
<td>5:30 p.m.</td>
<td>Texas Rangers</td>
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<td>Thur, June 7</td>
<td>5:30 p.m.</td>
<td>Texas Rangers</td>
<td>Away</td>
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<tr>
<td>Thur, June 14</td>
<td>5:30 p.m.</td>
<td>Chicago White Sox</td>
<td>Away</td>
</tr>
<tr>
<td>Sun, June 17</td>
<td>11:30 a.m.</td>
<td>Chicago White Sox</td>
<td>Away</td>
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<tr>
<td>Mon, June 18</td>
<td>4:30 p.m.</td>
<td>Detroit Tigers</td>
<td>Away</td>
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<tr>
<td>Tue, July 3</td>
<td>5:30 p.m.</td>
<td>Milwaukee Brewers</td>
<td>Home</td>
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<tr>
<td>Fri, July 6</td>
<td>5:50 p.m.</td>
<td>Cleveland Indians</td>
<td>Away</td>
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<tr>
<td>Mon, July 23</td>
<td>7:00 p.m.</td>
<td>California Angels</td>
<td>Home</td>
</tr>
<tr>
<td>Fri, July 27</td>
<td>5:00 p.m.</td>
<td>Minnesota Twins</td>
<td>Away</td>
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<tr>
<td>Thur, Aug. 2</td>
<td>7:00 p.m.</td>
<td>California Angels</td>
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<tr>
<td>Fri, Aug. 3</td>
<td>7:30 p.m.</td>
<td>California Angels</td>
<td>Away</td>
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<td>Fri, Aug. 17</td>
<td>4:30 p.m.</td>
<td>Baltimore Orioles</td>
<td>Away</td>
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<td>Tue, Aug. 21</td>
<td>5:00 p.m.</td>
<td>Chicago White Sox</td>
<td>Away</td>
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<tr>
<td>Fri, Aug. 24</td>
<td>4:30 p.m.</td>
<td>Detroit Tigers</td>
<td>Away</td>
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<tr>
<td>Tue, Sep. 4</td>
<td>4:30 p.m.</td>
<td>Boston Red Sox</td>
<td>Away</td>
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<tr>
<td>Fri, Sep. 7</td>
<td>4:00 p.m.</td>
<td>New York Yankees</td>
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<td>Sun, Sep. 9</td>
<td>10:30 a.m.</td>
<td>New York Yankees</td>
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<td>7:00 p.m.</td>
<td>Seattle Mariners</td>
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<td>Kansas City Royals</td>
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<td>Thur, Sep. 27</td>
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<td>Texas Rangers</td>
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<tr>
<td>Fri, Sep. 28</td>
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<td>Texas Rangers</td>
<td>Away</td>
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**SF Giants on KNRK Channel 31**  
**Sacramento**

<table>
<thead>
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<th>DATE</th>
<th>TIME</th>
<th>OPPONENT</th>
<th>LOCATION</th>
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<tr>
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<td>5:00 p.m.</td>
<td>Chicago</td>
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<tr>
<td>Tue, June 12</td>
<td>7:00 p.m.</td>
<td>San Diego</td>
<td>Away</td>
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<tr>
<td>Sun, June 24</td>
<td>11:30 a.m.</td>
<td>Houston</td>
<td>Away</td>
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<tr>
<td>Mon, June 25</td>
<td>4:30 p.m.</td>
<td>Cincinnati</td>
<td>Away</td>
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<tr>
<td>Tue, June 26</td>
<td>4:30 p.m.</td>
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<td>Sun, Sept. 2</td>
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<td>Tue, Sept. 25</td>
<td>7:30 p.m.</td>
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**SF Giants on KNBR AM 68**

Note: Local 3 will broadcast one spot in every Giants game over the entire 14-station KNBR network. The months of June and July are printed below with broadcast times.

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<th>DATE</th>
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<th>OPPONENT</th>
<th>LOCATION</th>
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<td>Mon, July 23</td>
<td>7:10 p.m.</td>
<td>Los Angeles</td>
<td>Away</td>
</tr>
</tbody>
</table>

**One for the road**

Motorists travelling along Hwy. 101 at Ukiah and Willits will know that the workers widening the highway in that area are Local 3 members working for Ghilotti Bros.

There are two billboards – one north-bound and one south-bound – on each end of Ghilotti's project.

The signs were funded jointly by Local 3 and Ghilotti Bros. to promote union construction, and will remain up until the job is completed this fall.