

# Engineers News

VOL. 51, NO 2

OPERATING ENGINEERS LOCAL UNION NO. 3, SAN FRANCISCO, CA FEBRUARY 1993

## ***Towering lift***

**Peninsula Crane & Rigging lifts 58,000-pound tower cab into place on the new FAA control tower at San Jose airport. See page 3**

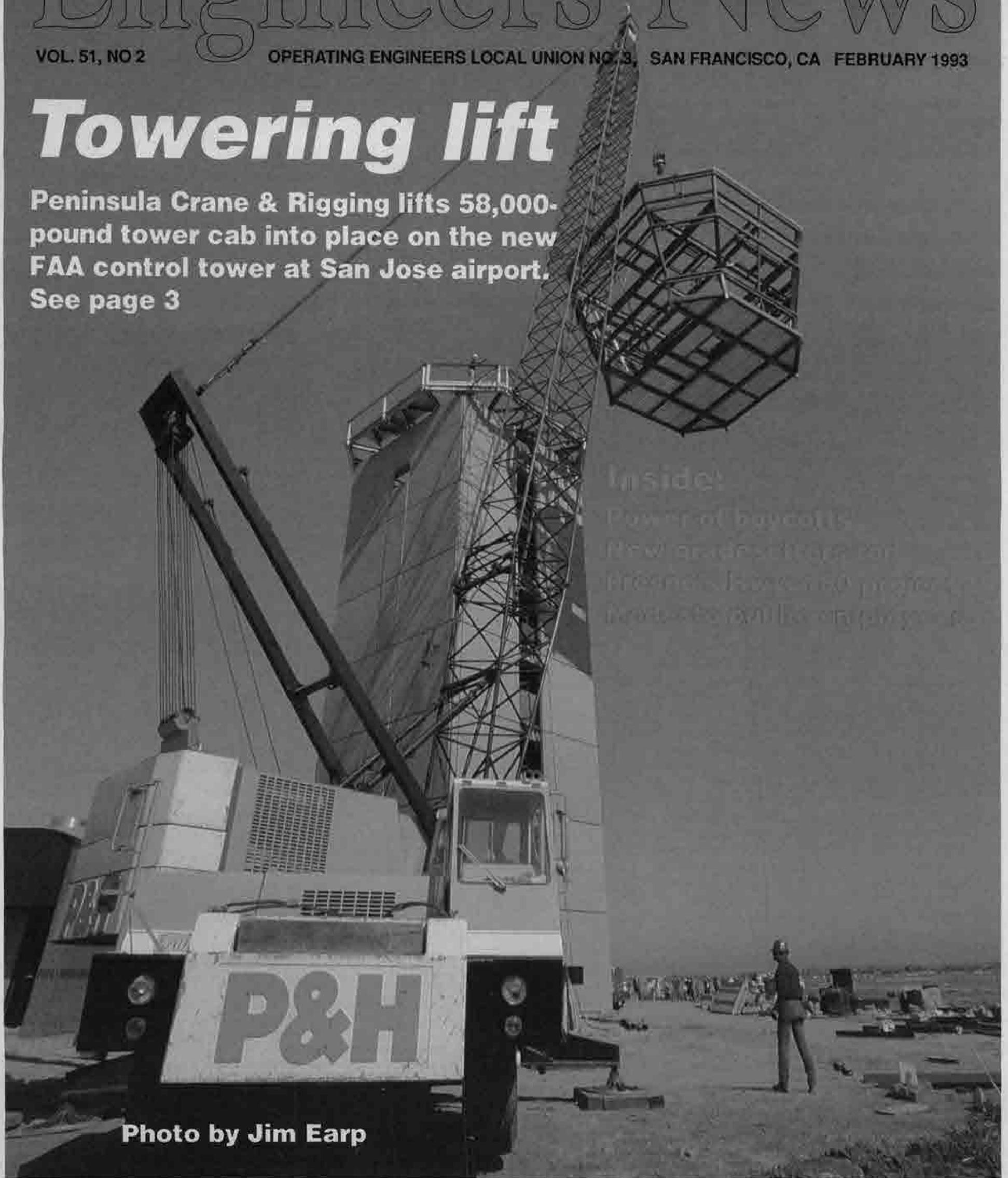
Inside:

Power of bay coils

How an aircraft carrier

prevents hazardous propane

leakage will be analyzed



**Photo by Jim Earp**



**FOR THE**  
**Good & Welfare**

**By Tom Stapleton  
Business Manager**

I am sure that over the next four years there will be occasion to question or criticize President Clinton. After all, nobody's perfect. Not even a Democrat. But I have to admit that the first few weeks under Clinton – despite the hassles over his Attorney General nominations and discrimination against gays in the military – have provided more than one breath of fresh air as far as working people are concerned.

**Clinton a breath of fresh air**

Case in point. Last October, just days before the election, President Bush issued an executive order that prohibited "any agency, contractor or construction manager from imposing a union-only requirement on any other contractor or subcontractor seeking to perform federal work."

The order was a slap against unions. It was a bald faced move to get last minute campaign contributions from the Associated Builders and Contractors – an open shop employer association. Up to that point, the ABC had withheld its support for Bush. I am told that immediately after the order was issued, Bush received a substantial campaign contribution from ABC.

This move by Bush was timed just right for him. He got the money he needed to fuel his media blitz, but it was too late for labor to bring the matter to the attention of rank-and-file members.

Project agreements that stipulate union work are good for the industry and for the economy. They are good for the industry because they eliminate work stoppages due to labor disputes. They are good for the economy because it has been proven time and again that union construction workers are more productive and better skilled – and therefore more cost effective – than their non-union counterparts.

Shortly after his inauguration, President Clinton wasted no time in correcting Bush's last minute sellout to the ABC. He signed an executive order revoking Bush's ban on union-only project agreements. With another stroke of the pen, he also erased an order that federal contractors notify employees of their right to refuse to pay for certain union activities deemed to be unrelated to collective bargaining.

The order, based on the Supreme Court's 1988 "Beck" decision, was "one sided," Clinton said, because it did not require employers to notify workers of other rights enjoyed by workers who are represented by unions.

Not bad for starters. These two actions in no way undo over a decade of Bush and Reagan's trampling of workers' rights, but Clinton is showing that his relationship with labor is not based on idle promises.

After 12 long years of GOP imprisonment, this first few weeks has been like inhaling a fresh ocean breeze after being told I'm a free man. It feels pretty darn good!

# Recording Secretary Bill Markus retires

**By James Earp  
Managing Editor**

After a 37-year career in Local 3, William "Bill" Markus has retired as Recording-Corresponding Secretary of the union.

Approximately 250 Local 3 members, friends and family gathered at the Blue Dolphin Restaurant in San Leandro January 8 to wish Bill a fond "bon voyage" and do a little good-natured roasting. But true to form, Bill Markus had the last word and managed to dish out the best one-liners while he was at it.

President Don Doser kidded Bill about his fondness for giving 45-minute speeches at district meetings – and for tail-gating drivers on his way to and from those meetings.

Doser recalled the days he and Markus spent at the Harvard University Trade Union School. During their first day on campus, Doser said he and Markus were wandering around trying to find the administration building. They encountered a dapper looking gentleman. "Could you tell us where we might find the administration building at," Markus asked the gentleman.

"At?" the gentleman replied with obvious disdain. "We don't end sentences here with a preposition. "Let me re-phrase that," Markus countered. "Could you please tell us where we might find the administration building at ... asshole!"

Needless to say, they had to find their own way.

Local 3 Credit Union Manager Bill Onesta praised Markus for his dedication as Treasurer of the Credit Union. "Bill has a way of taking your problems and making them his," Onesta said. "He was always concerned about the member who came to him who needed help or thought he hadn't got a good deal at the credit union."

Business Manager Tom Stapleton pointed out the long hours involved in being an officer of Local 3 and the difficulties that come with the Recording-Corresponding Secretary's job.

"Markus was also a very good negotiator," Stapleton said with a smile. "He was very confusing – he even had me confused half the time."

From the fun that was shared by the many speakers who wanted to say something to or about Bill Markus, it is clear that he is loved by many and will always be remembered, not only for the fine job he did, but for the humor and good times he brought to the job.

The vacancy that was left by Markus' retirement was filled this month by Financial Secretary Rob Wise, who was sworn in this month by President Don Doser as the new Recording-Corresponding Secretary.

Wise is a native of Santa Rosa, CA and was raised in a family of Operating Engineers. His father, Elmer and brother, Stan are both life-long members of Local 3.

Wise joined Local 3 in 1968 and worked in



**Business Manager Tom Stapleton (right) presents retirement gift to outgoing Recording-Corresponding Secretary Bill Markus.**

the North Bay as a heavy equipment operator on dirt spreads. He graduated from Chico State with a Bachelor of Science in Business Administration in 1972 and he completed the Harvard Trade Union program in 1989.

He was hired by Local 3 as a dispatcher in Santa Rosa in 1980 and became a business agent in 1984. In 1984 Wise was promoted to District Representative and in September 1992 was sworn in as Financial Secretary of Local 3.

## Engineers News



<b>T.J. (Tom) Stapleton</b>	Business Manager
<b>Don Doser</b>	President
<b>Jack Baugh</b>	Vice President
<b>Rob Wise</b>	Recording-Corres. Secretary
<b>(Vacant)</b>	Financial Secretary
<b>Don Luba</b>	Treasurer
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## Engineers News captures top labor journalism awards

*Engineers News* has received top honors in the International Labor Communications Association Journalism Awards Contest covering 1991 publications.

For the second time in three years, *Engineers News* has won first place for Best Front Page. The award this year was for a cover story

by Managing Editor James Earp featuring Local 3 members and business agents volunteering their time to build a walk way for disabled students in Sacramento.

"This publication features outstanding four-color photographs spread across its front page - pictures which illustrate an inside article," contest judges stated. The May 1991 front page "substituted a good picture for a thousand words," the judges said.

For the second year in a row, *Engineers News* has placed in the prestigious "General Excellence" category, which recognizes the best overall publications in each class. Local 3 competes for this award in a highly competitive category against all union publications in the U.S. with a circulation of 15,000 or more. In speaking of *Engineers News'* second place award, the judges said Local 3's publication displays "excellent use of attention-getting cover-page photos that really stir reader interest; also the text is very well-written."

Assistant Editor Steve Moler was a winner for the second consecutive year in the Unique Performance category for a feature story on Local 3 members cleaning up in the aftermath of the tragic Oakland, CA firestorm in October 1991. He was awarded Honorable Mention for "good, solid reporting ... with excellent use of photos and layout," according to the judges.

*Engineers News* also won second place in the Labor History category for "best story using history to explain current events." Local 3 member Richard Taliaferro contributed the article comparing modern apprenticeship with the kind that existed in America in the 1800's. "Combining text with good graphics, it shows the value of formal training in the trades and how unions work to guarantee that high standards are maintained," the judges said.

Judges in this year's competition were: Marvin Caplan, Industrial Union Dept., AFL-CIO (retired); Joseph Foote, independent writer and journalism lecturer; Russel Gibbons, Phillip Murray Institute of Labor Studies; Howard Harris, Penn State University; Mary Lord, U.S. News and World Report; Ethelbert Miller, Howard University; David Perlman, AFL-CIO News (retired); Roger Sheldon, The Carpenter (retired); Frank Wallick, UAW Washington Report (retired); Dick Warden, UAW (retired); and Ken Young, AFL-CIO (retired).

## On the Cover

The San Jose International Airport is sporting a new FAA air traffic control tower, thanks in part to the skills of union building trades crafts workers who built it and Local 3 crane operator Jack Zwisky who lifted the tower cab and put it in place.

Working for Peninsula Crane and Rigging, Zwisky and oiler Stan Alger were on hand recently to lift the steel framed tower cab onto the tower structure with their 150-ton crane.

The cab's steel frame was originally built and assembled in Sacramento, disassembled and trucked to the new tower location, then reassembled. The weight of the frame was 58,000 lbs. at the time Zwisky made the lift. Completed weight after the frame was mounted with glass and finished it 100,000 lbs.

The new tower will replace the existing six-story tower with an estimated start-up date in late 1993. The original tower was dedicated on June 7, 1957 and cost \$141,000 to build. The new federally-owned and operated tower will cost approximately \$3.3 million when completed. It will be home to 30 Air Traffic and 11 Airway Facilities FAA employees.

Local 3 member Tony Colta, a testing and inspection engineer (not pictured) also worked on the project.



## Labor's image improving

After 12 years of union-bashing by two previous Republican administrations and many large corporations, American public opinion appears to have swung over to labor's side, according to a recently released Roper Organization survey.

Roper found the public's leading attitudes towards labor are all positive. Asked if they agreed with various statements about labor, both pro and con, 46 percent agreed that unions have made employers more responsible about employees' welfare, even in companies that don't have union representation. Conversely, some negative perceptions of unions commonly held in the early 1980s are down dramatically. For example, less than a third still believe that union wages cause inflation. The second leading attitude about unions, held by 40 percent of the respondents, credits labor with preventing the nation's standard of living from dropping to that of an underdeveloped country.

The third leading indicator suggests the public is taking negative

news about unions with a grain of salt. Thirty-nine percent believe that you only hear about unions when there's a strike but not when unions and management cooperate with each other.

In a reversal of opinion from the 1970s and 1980s, the same number of Americans, 26 percent, think unions need to do a great deal more as think they've gone too far. Many people, 30 percent, feel that unions are doing just fine and need only to keep on with what they're doing.

Until 1989, labor's critics greatly outnumbered its advocates. Much of the long-term improvements in public perception of unions has come from people in traditionally non-union, professional jobs, Roper said. Over the past decade, public sympathy for unions in strikes has shifted to labor over management. Today, 28 percent of Americans instinctively side with unions over companies when first hearing of a strike, while only 21 percent side with the company. Public sympathy for the company has declined consistently since 1981.

# Voting with your wallet

*The consumer boycott, one of labor's oldest weapons, is giving union members renewed strength in the 1990s*



Photo courtesy of Hospital and Health Care Workers Local 250

*By Steve Moler  
Assistant Editor*

Second of a three-part series

*Engineers News continues this month with its second segment on how union members can, in addition to voting, take a more active role in determining their political and economic future.*

The past 12 years have not been easy for working people. The Reagan and Bush administrations used their executive power to undermine workers' rights and protections at almost every political turn. During the 1980s union busting became the rule not the exception, and real wages actually fell instead of increased with the cost of living. When the era mercifully came to a close last month with the inauguration of President Bill Clinton, the country remained mired in economic stagnation, and more than 16 million American workers were partially or totally unemployed, the highest level in eight years.

Despite these setbacks, working men and women managed to hold their own during this period in part because they rediscovered and reinvented one of labor's oldest weapons — the consumer boy-

cott. Beginning in the late 1980s and now into the early 1990s, the boycott has become a power method of protest and change for the nation's 16.7 million union members, and evidence suggests that employers are taking boycotts seriously.

Beginning in the early 1980s, when the Reagan administration began to attack unions, organized labor moved quickly to devise innovative ways to protect its members and maintain strength. Unions had to find new strategies to bring some semblance of balance back to labor-management relations. While employers exploited loopholes and weaknesses in labor laws to bust unions during the 1980s, particularly by permanently replacing striking workers, labor looked to the boycott for salvation.

Ever since the Boston Tea Party in 1773, Americans have been expressing their disapproval of individuals, companies and organizations via a method of protest named after Charles W. Boycott, an English landlord in mid-19th century Ireland who was ostracized for refusing to reduce rents.

Throughout early American labor history the boycott served the limited purpose of acting as labor's secondary weapon during the turbulent strikes of the late 1800s and early 1900s.

But as the country's political pendulum swung to the conservative side during the Reagan-Bush era, unions and their members began to rethink the boycott. The result has been that today's boycott has evolved into an instrument of change quite different than its predecessor.

The modern consumer boycott, more than ever before, has become a means of expressing dissatisfaction with the greed and excesses of the 1980s and making powerful corporations more responsible for their harmful actions. Furthermore, as people have become increasingly disillusioned and overwhelmed by the country's complex, cumbersome political processes, the boycott has emerged as a second voting booth, an opportunity for average working folks to make a statement and have a direct impact on society. Consumers can take matters into their own hands when they walk down the super-

market aisle or shop through a mall and say "no" to products and manufacturers that don't meet their approval.

Because most of Local 3's employers don't directly provide consumer products and services, the union rarely asks its members to boycott a signatory contractor. However, operating engineers can and have participated in boycotts in support of other unions. This solidarity is essential to the success of boycotts and can indirectly lead to overall improvements in wages and working conditions for all working people.

Last year's boycott of Safeway Stores Inc. was a classic example. When Safeway, Northern California's largest supermarket chain, decided to replace 800 Bay Area warehouse and distribution workers with a non-union workforce when the company shifted operations to a new supply facility in Tracy, a coalition consisting of other trade unionists, church members, community activists and consumer advocates, initiated a massive consumer boycott of the supermarket. Hundreds of thousands of union families stayed

away from Safeway, and within three months the supermarket conceded to union demands and agreed to transfer all the workers to the new facility with union wages and benefits (see related story page 6).

Had the Safeway boycott failed, the workers would have either been fired or taken a substantial cut in pay and benefits. Corporate America, meanwhile, might have interpreted the defeat as yet another example of wavering union solidarity and overall weaknesses in the labor movement. Instead, union members from throughout the region pulled together and forced a powerful corporation to mediate. When it was over, all union members were victorious.

Just two decades ago boycotts were relative obscure. Studies conducted in the 1970s and early 1980s showed that overall only about 16 to 20 percent of Americans participated in a boycott, and a Gallup Poll conducted in 1988 showed that one-third of those surveyed said they boycotted a company for its environmental record. But in 1990 alone the number of consumer boycotts nearly doubled nationwide.

When Greyhound Lines Inc., for example, permanently replaced 9,300 striking drivers, mechanics and clerks of the Amalgamated Transit Union in March 1990, the AFL-CIO slapped the company with a national boycott, and within the first nine months of the dispute, Greyhound reported operating losses of \$105 million and subsequently filed for Chapter 11 bankruptcy protection. The company remains on the AFL-CIO's "Don't Buy" list.

When Diamond Walnut Inc. of Stockton permanently replaced 521 Teamsters, who struck after the company refused to negotiate for return of some wages and benefits that the workers had given up six years earlier, the company was hit in June 1992 with a national and international boycott. In addition to individual union members refusing to purchase Diamond products, several major companies using Diamond's products agreed to seek other supplier. Strikers began a massive hand-billing campaign to educated consumers at business that used Diamond Walnuts, and they persuaded Great Britain's Transport and General Workers Union to support the boycott in Europe, where 40 percent of Diamond Walnut's sales were.

Because organized labor is using more sophisticated strategies, today's boycotts have become increasingly successful. Researchers are finding out that companies, which spend millions of dollars to create a positive public image, generally dread getting

hit with a boycott because, regardless of the outcome, boycotts almost always tarnish the company's image. When researchers ask business leaders what consumer behavior they fear most, the boycott is almost always listed at the top. There's nothing quite so damaging to a company's image than pictures on the evening news of picketers and hand billers protesting in front of company headquarters.

Last spring a documentary film protesting General Electric's role in manufacturing nuclear weapons won an Academy Award. In accepting the prize, filmmaker Debra Chasnoff implored the audience to "boycott GE." The short speech instantly beamed the protest message to some 1 billion viewers around the world. The activist group INFACT, which initiated the boycott of GE in the late 1980s, estimates the boycott has cost GE more than \$43 million in lost sales during the past six years.

Evidence suggests that if boycotts are well organized and cohesive, they can be quite successful. Though they may not always reduce sales or profits, boycotts have been extremely effective in changing corporate behavior. More and more companies are discovering that the best approach to dealing with a boycott is mediation.

No firm is more experienced with boycotts than Nestle. The company first came under fire in 1977 for distributing free infant formula to developing countries allegedly so poor women would become dependent on the expensive product. After nearly 10 years of boycott, the company finally raised the white flag and agreed to support the World Health Organization's guidelines, which called for the end of infant formula distribution in developing countries.

McDonald's Corp., the world's largest fast-food chain, got hit simultaneously with three boycotts in 1990, by animal-rights activists protesting the restaurant's failure to offer vegetarian sandwiches, by the Environmental Defense Fund objecting to the company's refusal to replace its polystyrene containers with degradable materials, and by the National Heart Savers Association denouncing McDonald's for not lowering the fat content of its hamburgers. In each case, McDonald's investigated the grievance and eventually implemented changes rather than fight the boycotts.

As union-management cooperation campaigns increase and labor turns away from its adversarial relationship with management, the consumer boycott for some unions has become an effective alternative to strikes. In a strike union members are deprived of a paycheck and risk losing their

jobs. Launching a boycott, however, enables workers to keep their jobs, keep their paychecks and, at the same time, put pressure on the employer to negotiate or compromise.

When Lucky Stores demanded rollbacks in virtually every area of its contract with 1,300 Teamster truck drivers and warehouse workers in August of last year, rather than call a strike the Teamster, in conjunction with the California AFL-CIO, began a boycott of 55 Northern California stores. Within two months sales at targeted stores plummeted an estimated 40-60 percent, and overall sales in Northern California dropped 5 percent. Teamsters and supporters used phone banks to urge some 500,000 union families in the Bay Area to join the boycott, and others canvassed neighborhoods surrounding key Lucky stores with boycott literature.

Just as boycotts have been used as an alternative to strikes, they're also being used in addition to strikes to bring more pressure to bear on employers so that labor disputes can be brought to a quicker and more favorable conclusions. No where else was this tactic used more effectively than in Oakland's Summit Medical Center dispute last spring.

Summit was formed in early 1992 when Merrit-Peralta Medical Center merged with Providence Hospital. For a few months following the merger, the 1,700 health-care workers represented by five unions worked without a contract. In April, both sides reached a tentative agreement on wages and benefits, but management wanted to take away the unions' right to engage in sympathy strikes. Negotiations stalled, so the five unions struck Summit on May 26.

A week later the Alameda County Central Labor Council launched a boycott of Summit. But this one involved more than just asking the public to seek medical care elsewhere; it sought to deprive Summit of income by depriving the hospital of patients belong-

## What to do in a boycott

- If the AFL-CIO or your union sanctions a boycott, immediately honor it. Make arrangements to shop or obtain the services elsewhere. Find alternative products and services. You'd be surprised how many exist.

- As soon as the boycott begins, write to or telephone company management explaining that you are no longer supporting their business or product until the dispute is settled satisfactorily. Explain your reasons. Businesses work hard to attract business; they hate to lose reliable customers.

- Unions sanctioning boycotts need support from other unions. If you want to participate in picketing and hand billing, both activities are legal. However, there are times when these activities are restricted by court order. Look to the union leadership at the picket site for guidance.

- Educate your family, relatives, friends and neighbors about the boycott and ask them to participate. Naturally, the more participants the better.

- Write a letter-to-the-editor in your local newspaper or call to a radio talk show to express your dissatisfaction with the company and its actions. News coverage of boycotts is often slanted in favor of management. Letters-to-the-editor and talks shows are an effective way to get labor's side of the story out to the public.

- See the boycott through to the end. Don't surrender just because the boycott is inconvenient. Doing so will only undermine your economic future by impeding your ability to earn a decent wage.

- As in strikes, solidarity is absolutely essential. If everyone keeps the pressure on, boycotts are surprisingly effective.

ing to union health and welfare trusts. The central labor council requested that 130 local affiliated unions remove Summit from their preferred provider lists. Although the dispute was settled before the action took hold, the strategy still demonstrated how sophisticated and complex boycotts have become.

Though it's unclear yet which direction labor-management relations will go during the Clinton administration, one issue seems clear: if legislation to prohibit the permanent replacement of economic strikers is defeated during the current congressional session, the boycott will certainly continue to evolve into one of labor's most potent weapons.

# The making of a successful boycott

*How organized labor pressured Safeway to abandon its union-busting scheme when the company moved its warehouse to Tracy*

If there's an ideal case study of an effective boycott, the choice would have to go to last year's boycott of Safeway Stores Inc. Many experts in labor-management relations believe that this particular boycott was one of organized labor's greatest victories in recent California history, a classic example of how unions have coped with Reagan-Bush era union-busting practices.

The problem started last March when Safeway, the largest supermarket chain in the United States, tried to bust several Teamster locals when it announced plans to switch all Northern California and Nevada distribution operations to a new facility in Tracy one day after expiration of collective bargaining contracts covering more than 800 Teamster warehouse and distribution employees in Richmond and Fremont.

The company, which owns 1,100 stores nationwide and earns yearly profits of nearly \$55 million, also announced that it had retained a new firm, Specialized Distribution Management Inc. of Sacramento, to manage the state-of-the-art warehouse, the largest of its kind in the United States. SDMI in turn said it would employ a non-union work force, and that any worker following his or her job from Richmond or Fremont to the new facility would have to surrender all seniority rights and become a probationer liable to instant dismissal regardless of years with the company or quality of past service.

Labor wasn't about to allow Safeway to dismantle an entire work force without a fight. A Stop Safeway Coalition, consisting of union members, community activists, church groups and consumer advocacy groups, launched a boycott of 50 Safeway supermarkets in Northern California in late March. The United Food and Commercial Workers union, which represents Safeway grocery clerks, also supported the boycott, and the California AFL-CIO used its communication network to urge California's 2 million other union members to stop shopping at Safeway. The coalition, meanwhile, initiated a massive hand billing campaign at selected markets.

Public support for the boycott quickly mounted. What outraged so many Safeway customers, in addition to the unfair treatment of the workers, was the company's unethi-



More than 500 union supporters turned out in front of Safeway's corporate headquarters in Oakland on March 19 to officially kick off the Safeway boycott.

cal behavior. While Safeway insisted in public statements that it had no control of SDMI, it was common knowledge that SDMI's chief executive officer was Safeway's longtime director of corporate operations, and supervisors at the Tracy facility were the same bosses who worked at the Richmond and Fremont warehouses.

Safeway's union-busting strategy was so questionable, in fact, it attracted the attention of Rep. Tom Lantos, D-San Mateo, chair of the House Subcommittee on Employment and Housing. At an April 14 hearing in San Francisco, Lantos blasted the company's behavior: "Safeway's advertising slogan used to be, 'You work an honest day. You deserve an honest deal.' However, the message to its workers appears to be, 'You work hard for 20 years. You get a rotten deal.'"

The public wasn't fooled either. Within three weeks, the boycott cut into Safeway's sales so significantly that the company began temporarily laying off grocery clerks. Safeway's business plummeted nearly 50 percent at targeted stores, and support was so widespread that store volume even at some untargeted stores

dropped \$10,000 to \$20,000 per day, or about 5 to 10 percent. In a desperate attempt to bring back shoppers, Safeway began offering customers a dollar for every boycott leaflet they turned in.

The company next tried to blunt the leafleting campaign by attempting to gain a temporary restraining order limiting the number of boycott supporters to no more than four at each store. But Alameda County Superior Court Judge Joanne Parrilli rejected Safeway's request and ruled that up to 25 hand billers could be present in the parking lot, with two people allowed at each driveway and two people at each doorway.

Additional evidence that the boycott was hurting Safeway surfaced when the company attempted to repair its tarnished public image by placing \$100,000-plus full-page ads in Sunday editions of several large Northern California newspapers in early April. But perhaps the best piece of evidence of the boycott's impact, according to the *San Francisco Weekly*, was Safeway's phone call to San Francisco's KGO radio in mid-April. After talk show host Bernie Ward expressed his support for the boycott on the air, Safeway

threatened KGO management that it might pull its advertising, worth \$500,000 a year.

After five bitter weeks of protest in which some Safeway stores were transformed into ghost towns, the company finally capitulated and agreed to transfer all the workers to the Tracy facility with union wages and benefits. The offer, which the Teamsters approved 333 to 55, also allowed workers to retain most of their seniority rights and provided for full union recognition at the new warehouse.

"I can't recall a time when there was more concern over this kind of union activity," said Marty Morgen, chair of the Center for Labor Research and Education at UC Berkeley, in an interview with the *San Francisco Weekly* shortly after the settlement. "It at least shows that the public, and maybe the press, think this country would be a worse place to live if we didn't have a labor movement."

Most experts credited the boycott with bringing Safeway and SDMI to its senses. The boycott succeeded largely because unions remained motivated, determined and unified. If the thousands of union families in Northern California who participated in the boycott had acquiesced, Safeway might have been able to prevail by simply outlasting the boycott.

The final blow, however, came when the coalition garnered massive support from a public already fed up with corporate America's greedy, union-busting practices of the 1980s. In the end, it was Safeway that found itself forced to take responsibility for its shoddy action.

The Safeway dispute proved a major victory for working people and the public that supported the boycott. Safeway apparently never intended to transfer the workers to the new facility, nor did it want to pay them decent wages. Instead of relying on the predictable tactics of picketing and striking, labor turned the protest not only into a dispute between labor and management but between Safeway and its customers — the ideal ingredients of an effective boycott.

When you see Safeway trucks cruising down the highway, you'll know, thanks to union solidarity, that they're being driven by union drivers.

# California's boycott list

The following firms are currently on the "We Don't Patronize" list of the California Labor Federation. Firms are placed on the list in response to written requests from affiliates and only after approval from the Executive Council. The boycotts are sanctioned for a variety of reasons, primarily for unfair labor practices, not bargaining in good faith, unfair treatment of workers and union busting.

## RESTAURANTS, HOTELS

All Marriott Hotels in Calif., except Marriott Hotel at Fisherman's Wharf in S.F., which is a union house.

### Contra Costa County

Day's Inn, Richmond  
Embassy Suites Hotel, Pleasant Hill  
Humphrey's Restaurant, Antioch

### Napa

Napa Elks Lodge No. 832 bar and restaurant, 2480 Soscol Ave., Napa

### Oakland

Scott's Restaurant, 73 Jack London Square

### Sacramento Area

Andiamo! 3145 Folsom Blvd.  
Auburn Joe's, 13480 Lincoln Way, Auburn

### All Black Angus

California Fats, 1015 Front St., Old Sacramento

### All Chevy's

Continental Inn, 3343 Bradshaw, Rancho Cordova

### All Days Inns

Delta King, 1000 Front St., Old Sacramento

### All Denny's

Discovery Inn, 350 Bercut Dr.  
Distillery, 2107 L St.

Elk Grove General Store, 9805 Elk Grove Blvd., Elk Grove

### All Eppie's Restaurants

Fox and Goose, 1001 R St.

### Frank Fat's, 806 L St.

Frasinetti Winery & Restaurant, 7395 Frasinetti Rd., Florin

Fat City Bar & Cafe, 1001 Front St., Old Sacto.

Fulton's Prime Rib Inn, 906 2nd St., Old Sacto.

Harbor Inn, 1250 Halyard Dr., W. Sacto.

Hoffman's (formerly The Club) 808 O St.

Hyatt Regency Hotel, L St. (opposite Capitol Park)

### Jeremiah's, 4241 Florin Rd.

Limelighter Bar, Restaurant & Card Room, 1014 Alhambra Blvd.

Los Padres, Jay St. and Embarcadero, Old Sacto.

### All Lyons

Max's Opera Cafe, Arden Fair Shopping Ctr.

### Melarker's, 1517 Broadway

Palomino Room, 3405 El Camino Ave.

### Pennisi's Restaurant, 1030 J St.

Red Lion Inn, 2001 West Point Way, Sacto.

Residence Inn, 1530 Howe Ave., Sacto.

### Rodeway Inn, I-80 & Watt Ave.

North Highlands

Sacramento Inn, Arden Way at I-80, Sacto.

Sacramento Joe's, 2052 Sacramento Blvd.

Sheraton Sunrise Hotel, Sunrise Blvd. at Hwy. 50

Shot of Class, 1020 11th St.

All Sixpence Inns

The Nut Tree & Coffee Tree, Vacaville off I-80

Vagabond Inn, 909 3rd St.

Vince's Restaurant & Bar, 840 Harbor Blvd., West Sacto.

### San Francisco

Alfred's, 886 Broadway

Alioto's No. 8, Fisherman's Wharf

Benihana of Tokyo, 1737 Post St.

Campton Place Hotel, 340 Sutter St.

Ernie's, 847 Montgomery St.

Fisherman's Grotto No. 9, Fisherman's Wharf

Galleria Park Hotel, 191 Sutter St.

Jack In The Box, all locations

Juliana Hotel, 590 Bush St.

The Mandarin, Ghirardelli Square

Manderin Oriental Hotel, 333 Sansome St.

McDonald's, all locations

Miz Brown's, all locations

Monticello Inn, 227 Ellis St.

Nikko Hotel, 222 Mason St.

North Beach Restaurant, 1512

Stockton St.

Parc 50-50 Hotel (formerly Ramada Renaissance), 55 Cyril Magnin Pl.

Park Hyatt, 333 Battery St.

Perry's, 1944 Union St.

Pompei's Grotto, Fisherman's Wharf

Prescott Hotel, 545 Post St.

Richelieu Hotel, Van Ness Ave.

A. Sabella's, Fisherman's Wharf

H. Salt Fish and Chips, all locations

Colonel Saunders KFC, all location

Schroeder's, 240 Front St.

Tia Margarita, 19th Ave. and

Clement St.

Trinity Suites, 8th and Market St.

Vanessi's, 1177 California St.

Victorian Hotel, 54 4th St.

Villa Florence Hotel, 225 Powell St.

Vintage Court Hotel, 650 Bush St.

### Santa Clara County

DeAnza Hotel, 233 W. Santa Clara St., S. J.

House of Genji/Cathay Restaurant, 1335 N. 1st, S. J.

Holiday Inn, 625 El Camino Real, Palo Alto

Mariani's Inn & Restaurant, 2500 El Camino Real, Santa Clara

Red Lion Inn at Gateway Place

### Santa Cruz Area

Santa Cruz Holiday Inn, Boardwalk, Coconut Grove, Santa Cruz

### Sonoma and Marin

Hodge Food Service and all food service facilities owned or operated by them, including La Cantina and Cal Asia

### Stockton Area

Carmen's Mexican Restaurant, Lincoln Center

Hilton Hotel, 2323 Grand Canal

Blvd.

Stockton Inn Motel & Restaurant,

4219 Waterloo Rd. at Hwy. 99

Vagabond Motor Hotel, 33 N. Center

### Sparks, Nevada

John Ascuaga's Nugget

## MANUFACTURING

Chir-Hit Displays, Santa Clara County

Diamond Walnut Co., Stockton, all products

Gaffers & Sattler products

Goehring Meat Co.

Ito-Cariani Sausage Co., S.F. (Cariani and Pacino brands)

Masonite Corp. plant, Cloverdale, Sonoma County

Standard Brands Paint Co., statewide with exception of Riverside and San Bernardino counties.

STX Corp., Santa Rosa, manufacturing now in Mexico: all products, including "Rector" and "Alta" brand

knee protectors and other work equipment

## CONCRETE PRODUCTS

Dixon Ready Mix, Dixon; Livingston's Concrete, 5416 Roseville

Rd., North Highlands; Trinco Ready Mix, 2700 Athens Ave., Lincoln

Costco Wholesale Warehouse grocery outlets at 1600 Coleman Ave.,

Santa Clara, and 1900 S. 10th St., S. J.

Dick's Rancho, Rancho Cordova

## GLASS PRODUCTS

### Sacramento Area

Arrow Glass, Country Club Glass, Del Paso Glass, Fine Glass, Golden

West Glass, all locations; Kinzel's Glass, Carmichael; Sam's Auto

Glass, River City Glass, Victor Glass

## OTHERS

Armstrong Painting & Waterproofing of S.F. and its entities, including

Armstrong kitchens, construction, painting and roofing products.

Great Western Bank, all branches in Santa Clara and San Benito counties.

Hertzka & Knowles, S.F., architects

K Mart, statewide

Keystone Company, restaurant supply, S. J.

Louisiana-Pacific Corp. products

Montgomery Ward in Redding

Norbert Cronin & Co., insurance agents, S.F.

Sam's Club warehouse outlet stores along with all Wal-Mart stores

Sears Roebuck, all California outlets

## National Boycotts

Sanctioned by the AFL-CIO

### Ace Drill Corp.

Wire, jobber, letter drills, routers and steel bars. United Automobile,

Aerospace & Agriculture Implement Workers of American Int'l Union

### Brown & Sharpe Mfg. Co.

Measuring, cutting and machine tools and pumps. Int'l Assoc. of Machinists & Aerospace Workers

### Bruce Church Inc.

Iceberg lettuce: Red Coach, Friendly, Green Valley Farms, Lucky. United

Farm Workers of America

### California Table Grapes

Table grapes that do not bear the UFW label on the carton or crate.

United Farm Workers of America

### Diamond Walnut Co.

Canned and bagged walnuts, walnut pieces. Int'l Brotherhood of

## Teamsters

Goody's Family Clothing Inc.

Retail clothing stores. Amalgamated Transit Union

### Greyhound Lines Inc.

Intercity bus and charter services. Int'l Brotherhood of Teamsters

### Hood Furniture Mfg. Co.

Wood furniture including beds, dressers, chests, dining room tables,

home entertainment center components. Int'l Union of Electrical,

Salaried, Machine & Furniture Workers

### International Paper Co.

Producer International and Hammermill bond, offset and writing

paper and related products. United Paperworkers Int'l Union

### Iron Age Shoe Co.

Safety work shoes. Int'l Brotherhood of Teamsters

### Kawasaki Rolling Stock U.S.A.

Motorcycles. Transport Workers Union of America

### Louisiana-Pacific Corp.

Brand name wood products: L-P Wolmanized, Cedartone, Water-

wood, Firepine, Oro-Bond, Redex, Sidex, Ketchikan, Pabco, Xonolite.

United Brotherhood of Carpenters & Joiners of America and Int'l

Woodworkers of America

### Mohawk Liqueur Corp.

Mohawk labeled gin, rum, peppermint schnapps and cordials. Dis-

tillery, Wine & Allied Workers Int'l Union

### R.J. Reynolds Tobacco Co.

Cigarettes: Camel, Winston, Salem, Doral, Vantage, More, Now, Real,

Bright, Century, Sterling, YSL/Ritz; smoking tobaccos: Prince

Albert, George Washington, Carter Hall, Apple, Madeira Mixture,

Royal Comfort, Top, Our Advertiser; little cigars: Winchester. Bakery,

Confectionery & Tobacco Workers Int'l Union

### Rome Cable Corp.

Cables used in mining and construction industry. Int'l Assoc. of

Machinists & Aerospace workers

### Shell Oil Co.

Subsidiary of Royal Dutch Shell (parent company of Shell South

Africa); gasoline, petroleum and natural gas products. AFL-CIO

### Silo Inc.

National retailers of electronic equipment and appliances. Int'l

Brotherhood of Teamsters

### Southwire Co.

Commercial and industrial wire and cable; do-it-yourself brand

Homewire. Int'l Brotherhood of Electrical Workers

### F.L. Thorpe & Co.

Black Hills Gold Jewelry. United Steelworkers of America

### United States Playing Card Co.

Brand names: Bee, Bicycle, Tally Ho, Aviator and Congress. Retail,

Wholesale & Department Store Union

# The 'Park Rod'

*It takes many of the hassles out of gradesetting and surveying*

Our houses are full of them, devices and products that serve not one but several functions or purposes simultaneously. Hair products, for example, contain shampoo, conditioner and rinse all in one bottle, and watches have calendar, alarm clock, stopwatch and timer all built into one.

So, why not apply the all-in-one concept to certain aspects of surveying and gradesetting? Some surveyors have probably experienced the frustration of having to use different rods for different purposes, requiring more note-taking and field calculations. Why not incorporate all the various surveying rods into one to make the job simpler?

Local 3 member Chan Park, who has been a surveyor since 1980, asked the same question several years ago and has come up with an answer. He's invented a surveying rod that's essentially four different rods built into one. The "Easy Grade 1-2-3 Park Rod," as his invention is called, is a four-sided surveying pole that contains: 1) a sliding register rod on side one, 2) a sliding direct-elevation rod on side two, 3) a sliding cut-fill rod that acts as both a down-slope stake rod and up-slope stake rod on side three, and 4) a conventional fixed engineering rod on side four. The first three rods contain movable bands so the rod faces can be shifted upward or downward. The fourth rod is stationary.

What makes this invention so functional is that Chan has developed a new easy-to-read rod face that makes the gradesetter's task much easier and potentially more accurate. Conventional surveying rods have numbers indicating feet and tenths of feet, and graduation marks indicating hundredths of feet. To read the correct elevation, surveyors must correctly complete three separate cognitive steps. First, they must look up or down through the transit and find the foot number,

then follow the measurements to find the tenths number, and finally, they have to count the number of marks to determine the hundredths. This system, as most gradesetters know, has drawbacks. Counting hundredths graduation marks looking through a transit from long distance can be difficult and cause gradesetters to occasionally record incorrect elevations.

Chan's new rod face, in contrast, contains no graduation marks at all, just numbers indicating feet, tenths and hundredths in a configuration that's much easier to read. Rather than having numbers read downward, the printed feet and tenths numbers on the Park Rod are positioned next to each other, as in 8.0, 8.1, 8.2 and so on. The hundredths numbers appear as smaller numbers next to the tenth number and read upward or downward until the next tenth.

When observing through the transit at the Park Rod, you only have to complete one cognitive step to determine the correct cut-fill and elevation. Simply follow the horizontal line from left to right and read the numbers in feet, tenths and hundredths. The observer's eye picks up the elevation almost instantly from any distance without having to count graduation marks.

When you combine the pole's easy-to-read rod face with its multiple functions, the Park Rod indeed has the potential to simplify certain tasks in surveying and gradesetting. The rod virtually eliminates the need for hikeups and for calculating cut-fill and elevation, and it makes doing catch points and upslope and downslope stake remarkably easy. The rod is also helpful for gradeset-

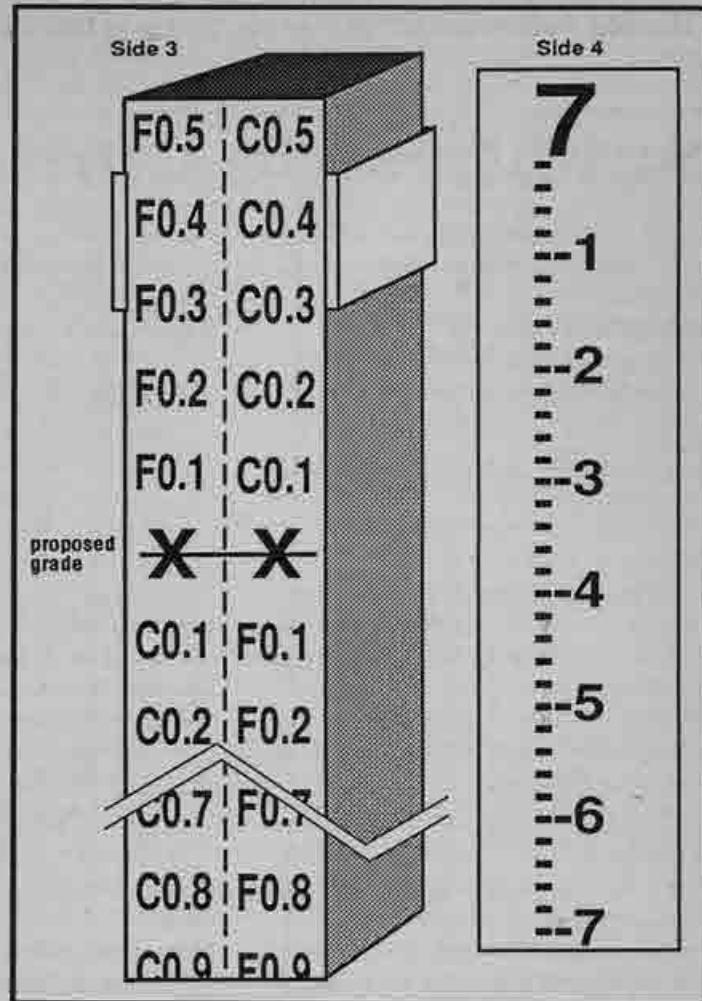
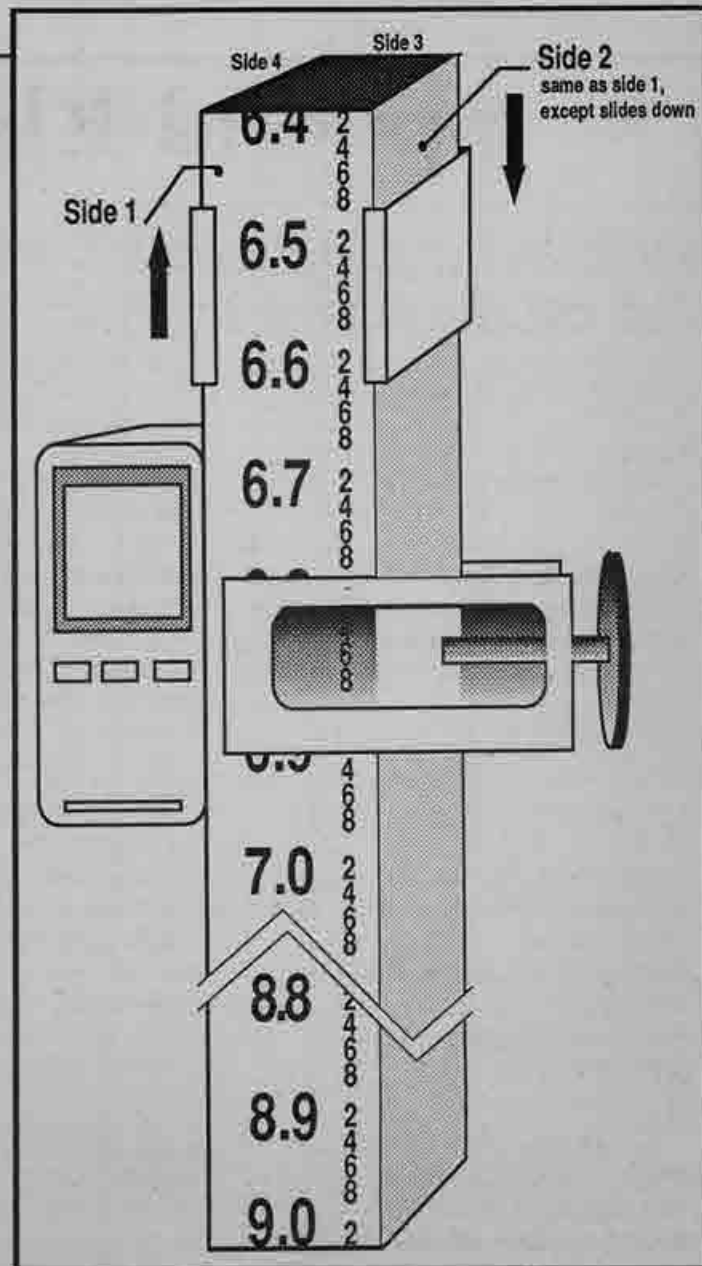


Chan Park with his invention.

ters who have occasional problems with computation. Chan has demonstrated in the field that the Park Rod allows a gradesetter or surveyor to work three to four times faster than with conventional methods.

There are several other aspects of the Park Rod worth mentioning but are too complicated to explain in this article. If you want to see the Park Rod in action, Chan will demonstrate his invention on April 2-3 at the National Innovators Convention at the Parc Hotel in Oakland (corner of Broadway and 12th Street). Chan also has a videotape that explains all aspects of the rod.

Chan is in the process of obtaining a patent and is searching for a company to market and mass-produce the Park Rod. For more information about the Park Rod, you can call Chan at (510) 530-6032.



- Side 1 - Register rod sliding upward
- Side 2 - Direct elevation rod sliding downward
- Side 3 - Cut and fill rod, with left side as a down slope stake rod, right side as upslope stake rod
- Side 4 - Conventional fixed engineering rod



# Special Election Endorsements

## Protect public safety, vote No on Measure D

FRESNO – Local 3 members living in Fresno will be voting in a March 2 special election that will decide an issue important to union members.

Fresno's city charter has a provision, called Charter Section 809, that prevents politicians from playing politics with public safety. Section 809 guarantees that public safety will be funded so that high standards for police and fire protection can be met. Section 809 also guarantees that crafts trades employees will be paid the prevailing wage.

But a group led by City Councilman Rod Anafarian and the Chamber of Commerce is trying to repeal Section 809. Without Section 809 politicians would be free to drain money from public safety and spend it on pet projects such as building a downtown baseball stadium (\$14 million), subsidizing bankrupt businesses (\$10.5), installing water meters (\$30 million) and, worst yet, bankrolling pay raises for city council members.

While Fresno City Council members earn some of the highest salaries of any city council in California, Fresno's police and firefighter salaries ranks near the bottom compared with other major cities in the state. On three previous occasions, Fresno voted to keep Section 809 because it keeps salaries for police, firefighters and trades workers out of the hands of anti-union politicians at city hall.

The Public Safety Coalition, consisting of trades unionists, community groups and concerned citizens, has launched a well organized campaign to counter the Chamber of Commerce's negative attacks on unions.

Local 3 is urging you to vote **No** on Measure D on March 2. If you have any questions regarding the campaign to keep Section 809, you can call 237-3114 or Lee Walker at IBEW at 251-8241.



State Senate candidate Mike Thompson.

no, Humboldt and Del Norte counties and most of Sonoma County, will be selecting a new state senator in a March 2 special election. Local 3 is strongly urging members to support Democrat Mike Thompson.

Thompson is an outstanding choice. Since defeating a 12-year entrenched Republican incumbent in 1990, he's been a strong supporter of working people and organized labor.

"We have some serious issues to address in our state government," Thompson said in a letter to Local 3 members living in the 2nd Senate district. "My number one priority is to help get the economy moving again.

## State Senate candidate supports labor

Local 3 members living in California's 2nd Senate District, which covers Napa, Lake, Mendocino,

We must have a senator who makes sure the state budget is not balanced on the backs of the working people of the North Bay and North Coast."

Thompson wants to ensure that the conversion from a Cold War economy to a peacetime economy doesn't devastate hundreds of thousands of California families. He wants to protect Northern California families who work in the timber, construction and fishing industries, but at the same time, protect our natural resources for our children and grandchildren. Thompson believes in providing quality education for our children, and that every Californian should have access to quality health care.

Because of reapportionment, close to 50 percent of Thompson's current district, including his home, is in the new 2nd district. He's running in the new district so he can continue to represent his home town and the people who elected him in the first place.

If you have any questions or concerns, you can call Thompson's office at (707) 553-1993.

## Scholarship Contest Rules Announced for 1993

### General rules & instructions for Local 3 College Scholarship Awards

#### 1992-1993 school year

Four college scholarships will be awarded to sons and daughters of members of Operating Engineers Local No. 3. Two college scholarships of \$2,000 each will be awarded to the male and female winners, and \$1,000 each will be awarded to the first male and first female runners-up, for study at any accredited college or university. The Operating Engineers Federal Credit Union contributed \$1,000 to each of the first-place awards and \$500 to each of the runner-up awards.

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

#### Who may apply:

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

Sons and daughters of deceased

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

The applicants must be senior high school students who have, or will be, graduated at the end of: either (1) the fall semester (beginning in 1992), or (2) the spring semester (beginning in 1993),

in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1993 and March 1, 1993.

#### Awarding scholarships:

Upon receipt of the application and required forms, Local 3 will verify the membership of the parent. The application will then be submitted

for judging to a University Scholarship Selection Committee, an independent, outside group.

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

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

#### Instructions:

All of the following items must be received by **March 1, 1993**.

1. The application—to be filled out and returned by the applicant.
2. Report on applicant and transcript—to be filled out by the high school principal or person he design-

ates and returned directly to Local 3 by the officer completing it.

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

4. Photograph—A recent photograph, preferably 2 inches by 3 inches with the applicant's name written on the back. (Photo should be clear enough to reproduce in the *Engineers News*.)

It is the responsibility of the applicant to see to it that all the above items are received on time and that they are sent to:

**William M. Markus**  
Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
1620 South Loop Road  
Alameda, CA 94501  
or to College Scholarships at the address above.

## FRINGE BENEFITS FORUM

By Don Jones, Fringe Benefit Director

## New round of pre-retirement meetings coming



Please check the meeting schedule below for the upcoming pre-retirement meetings. Make every effort to attend the meeting in your area. Operating engineers age 50 and over and not yet retired are urged to attend. Spouses are welcome. Any operating engineer not yet retired who is interested in discussing retirement matters is welcome. Representatives from the fringe benefit office, the credit union and the trust fund office will be there to discuss with you all the matters concerning retirement. We'd like to see you there. Come on out and let's see if we can answer some of your questions about pension, health care, the credit union, social security, Medicare, union status.

**Retiree meetings**  
The Retiree Association meetings are off to a good start. Come on out and join us at the meeting in your area. We'll be discussing the activities of the union, credit union and trust funds. Your participation is welcome. See the meeting schedule on page 22. See you there.

**Retiree picnic announced**

This year's retiree picnic has been scheduled for Saturday, June 5, at Rancho Murieta. Join us on Friday, the day before, at noon, and stay until Sunday noon. There will be plenty of parking for your RVs. Local 3 is picking up the tab. Come join us and have a good time. See you there.

**Managing your health care**

It's always a good idea to discuss fees with

your doctor or other provider before services are rendered. In order to receive the best benefits available under the Local 3 plan, use a contract provider whenever possible. If you are unsure whether your doctor is a contract doctor, or whether a certain hospital is a contract hospital, be sure to call the trust fund office before seeking medical attention. Of course, if there is a medical emergency, seek medical attention at once at the nearest facility.

**A retiree medical plan reminder**

If you are retired and on Medicare and are filing claims, be sure to file first with Medicare, then with the trust fund office. When you send your claim to the trust fund, be sure to attach a copy of the Medicare Explanation of Benefits. Unless the trust fund office receives a copy of the explanation of benefits with your claim form, your claim cannot be processed. Sending a properly completed claim form along with a copy of the explanation of benefits will ensure prompt and accurate processing of your claim.

**Attention retirees not living in California**

Retirees not currently living in California may receive a letter from the California Franchise Tax Board indicating they may be responsible for filing a California state income tax form return. The accountants for the pension trust fund have advised that any potential tax liability you may have depends

on the amount of work you performed as an operating engineer in California to earn your pension benefits.

If you do receive a letter from the Franchise Tax Board, bring it to the attention of your tax consultant. If you have any questions, please contact the Fringe Benefits Service Center at (510) 748-7450 or the Trust Fund Services Center at (415) 777-1770.

**Important income tax information**

Your 1992 year-end IRS form 1099-R, for both pension payments and lump-sum annuity payments, including the details of any federal or state income tax withholding you may have authorized, will be mailed to you by the end of January. If you note any discrepancies with your personal records, contact the Trust Fund Service Center or the Fringe Benefits Service Center. **Pensioners take note: the IRS requires the trust fund office to mail a 1099-R instead of a W-2P. The trust fund office will no longer be mailing W-2Ps. Use the 1099-R when filing your tax return.**

## YOUR CREDIT UNION

By Bill Markus, Treasurer



## Credit union makes auto loans affordable, convenient

Affordable and convenient are just two of the benefits of having your new automobile loan with the

credit union. When you call or visit the credit union, be sure to request pricing on the vehicle you're shopping for. By knowing the dealer's cost you can begin negotiations at the dealer's price.

credit union.

If you've considered buying a new vehicle this year, the first place to call or visit is your nearest credit union branch. You can have your loan pre-approved, receive a wealth of information on the new vehicle you're interested in, and do it all in a low-pressure, hassle-free environment.

A poor car loan can add hundreds, even thousands of dollars to the total cost of your car. Let the credit union help you choose the right loan. With a pre-approved loan, you'll know before you shop what you'll want to spend for a vehicle and still have payments that fit comfortably within your budget. There's no fee to apply for a loan, and should you pay the loan off early, there's no pre-payment penalty. Pre-approved loans are good for 45 days, allowing you plenty of time to shop for the vehicle that's right for you.

For members in Northern California, there is a broker that will locate and negotiate for you. If you're not in a rush to purchase a new vehicle but have eight to 12 weeks to wait, you can order factory direct through CU Auto Sales in Sacramento. To use these services, you first must have a pre-approved loan through the credit union.

Are you unsure whether to purchase the dealer's extended warranty? Consider your credit union's mechanical breakdown insurance. It's comparable to the dealer's and usually costs less. Take the time to review both programs to make certain you are getting the best warranty for your money. One advantage to having your credit union's coverage is that any authorized garage, not just dealerships, can make repairs.

Buying a new car can be stressful. Benefit from the hassle-free financing and vehicle information available to you through your credit union. Call today for a quick lesson in car buying that can save you many.

## Pre-Retirement Meetings

**SAN MATEO/S.F. - April 13 7PM**

laborers Hall  
300 7th. Avenue  
San Mateo, CA

**IGNACIO - April 14, 7PM**

Alvarado Inn  
250 Entrada  
Novato, CA

**FAIRFIELD - April 15, 7PM**

Holiday Inn  
1350 Holiday Lane  
Fairfield, CA

**OAKLAND - April 20, 7PM**

Holiday Inn Airport  
500 Hegenberger  
Oakland, CA

**CONCORD - April 21, 7PM**

Elks Lodge #1994  
3994 Willow Pass Rd.  
Concord, CA

**STOCKTON - April 22, 7PM**

Operating Engineers Bldg.  
1916 N. Broadway  
Stockton, CA

## Attention Utah members

The Utah sub-district office in Provo will be closed until further notice effective March 1. The phone number in that office, 225-0123, will be call-forwarded to the Salt Lake City office WATS line for six months following the closure. The in-state WATS line to the Salt Lake City office is 1-800-662-3630.

## Thanks Stockton members!

A big thanks to all the Stockton District members who turned out in support of the Mountain House Project. This is the kind of involvement - the standing together - we need to bring skilled labor back to the forefront.

## TEACHING TECHS

By Art McArdle, Administrator



## New attendance policy approved

The Northern California Surveyors Joint Apprenticeship Committee has approved and implemented a new attendance policy for all apprentices and journey upgrades. This policy will be strictly enforced. The first and second absence violation will result in a warning letter. The third absence may result in suspension from employment or eligibility for employment for up to five working days and will not be subject to appeal. Any further violations may result in suspension or removal from the apprenticeship program.

Your surveyors apprenticeship program is the one place where you can get an education paid for by your employer through your Local 3 collective bargaining agreement. In today's marketplace the individual

with the most to offer is going to be the individual with work. There are many changes being made in our school systems, and the apprenticeship community is very active in making these changes. Not everyone is going to college, so there must be vocational education available to those who want to work with their hands and work outdoors.

Apprenticeship is the teaching of a trade by a journey to a motivated individual who can advance much faster in a trade if he or she has the basics that were taught in the "old" vocational classes and schools.

It makes sense that basic math, English and science are primary tools for all the trades. In surveying we teach survey math, in other words, what it takes to do survey calculations. If you do not understand basic algebra, geometry and



High School students visit the NCSJAC table at a high school job fair.

trigonometry, you must learn these basics before continuing on with the apprenticeship program. Needless to say, having to take these remedial courses will slow your progress through the program. Many take extra classes, which is good as long as they don't interfere with your apprenticeship class time. Again, if the basics are being taught and learned through our school systems, you are ahead of the game.

Most of the above relates to journey upgrades as well. New apprentices may know little about surveying, but they're being taught the latest equipment and techniques. As for the journey upgrade, we make the latest available through our journey upgrade program.

I have said before, and will say again, we are in a fast changing industry and we need to keep skills current and sharp.

## SAFETY

By Brian Bishop, Safety Director

## Cal-OSHA amends two work-site regulations



I'd like operating engineers to become familiar with two new Cal-OSHA regulations that could affect you.

The first one has to do with emergency call systems. The Occupational Safety and Health Standards Board has amended regulations pertaining to emergency call systems for buildings with five or

more stories or 48 feet above or below the ground. The revisions require the communication system to be a two-way voice system that allows for the communication of the location and condition of the employee who is in need of emergency medical services.

An exception statement is included in the new regulation to permit the use of other communication methods capable of communicating the required information acceptable to Cal-OSHA, where work-site conditions or circumstances prevent two-way voice communication.

The second regulation pertains to traffic control for public streets and highways. The Occupational Safety and Health Standards Board has made revisions that require traffic controls to be

in accordance with the updated version of the "Manual of Traffic Controls for Construction and Maintenance Work Zones - 1990."

Warning signs must be placed in accordance with the specifications set forth in the manual. Employees exposed to the hazard of vehicle traffic are required to wear orange warning garments. During rainy weather, those same employees may wear orange or yellow rainwear. Warning garments worn by employees exposed to ve-

hicular traffic during hours of darkness must be outfitted with reflecting material of certain colors.



Graduates of a recently held 40-hour Hazmat class in San Leandro. The instructors were Don Incardona, Mark August and Dr. Fred Ottoboni.



Above: Dozer operator Glenn Harman.

Below: Crane operator Randy Virdell of Muhaffey Drilling, a Benco subcontractor out of Southern California, uses a Manitowoc 2900 WC to lift pre-cast materials for bridge columns on Belmont Avenue.



## Filling in 'The

### *Ford-Benco is about half-finished Hwy. 180 freeway in Fresno*

**A**lthough the period of massive freeway building in California has passed, there are still a few good freeway jobs around. The 18-mile West Valley Freeway (Hwy. 85) in Santa Clara County and the four-mile Cloverdale Bypass in Sonoma County are two good examples. A third large freeway project underway in Fresno is the Hwy. 180 'Gap' project.

Since the early 1960s, Caltrans has wanted to construct an east-west artery connecting the north-south running Hwy. 41 freeway with U.S. 99 in the southern portion of Fresno to reduce traffic congestion on surface streets. After spending most of two decades buying property for the right-of-way, finding funding, and most recently, doing the design work, Caltrans finally started construction of the freeway in early July.

The contract was awarded to Ford-Benco joint venture. Ford Construction out of Lodi, Calif., is doing the earth works and Benco Contracting and Engineering of Elk Grove, Calif., is building the structures. The \$35.2 million project involves constructing 2.2 miles of elevated freeway, requiring 1.25 million yards of imported borrow, 476,000 yards of roadway excavation, 26 major structures and 25,000 linear feet of drainage culverts and pipes.

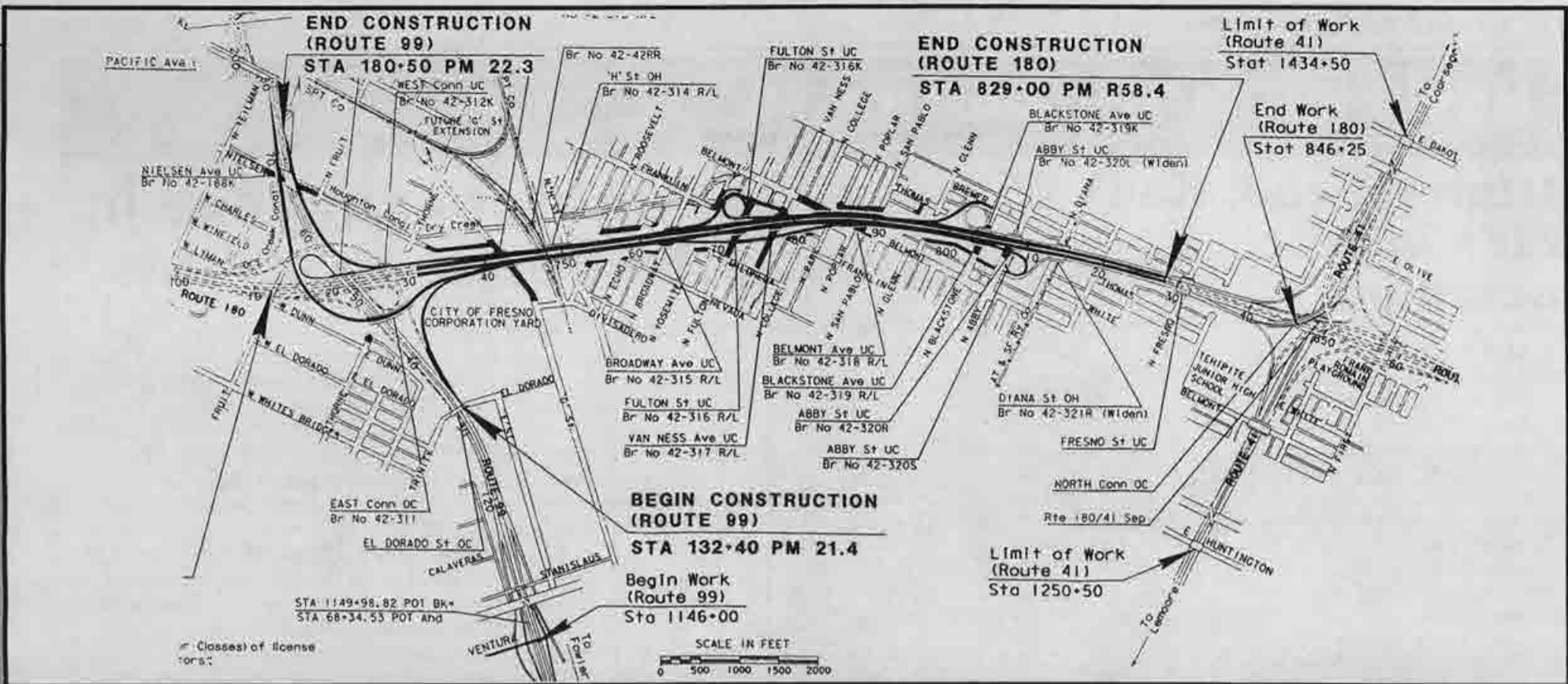
About 25 operators have been working on the dirt-moving portion of the project since August. The 1.25 million yards of imported material is being excavated from several flood control projects, loaded into bottom dumps and moved to the job site. As of December 15, just before the

heavy rains began, 1.2 million yards, or roughly 42

About half the road as well, the most notable yard excavation at Fresno preparation for the wall. Two 25-foot-deep Operators had to lower avenues so that false least eight 637 scrap yards a day and the day.

Benco is moving a as drainage structure (4,062 linear feet) of pipe had been laid; 4 linear feet) RCP is in ear feet) of RCP along the Dry Creek railroads of the 93 structural Belmont Avenue, 14

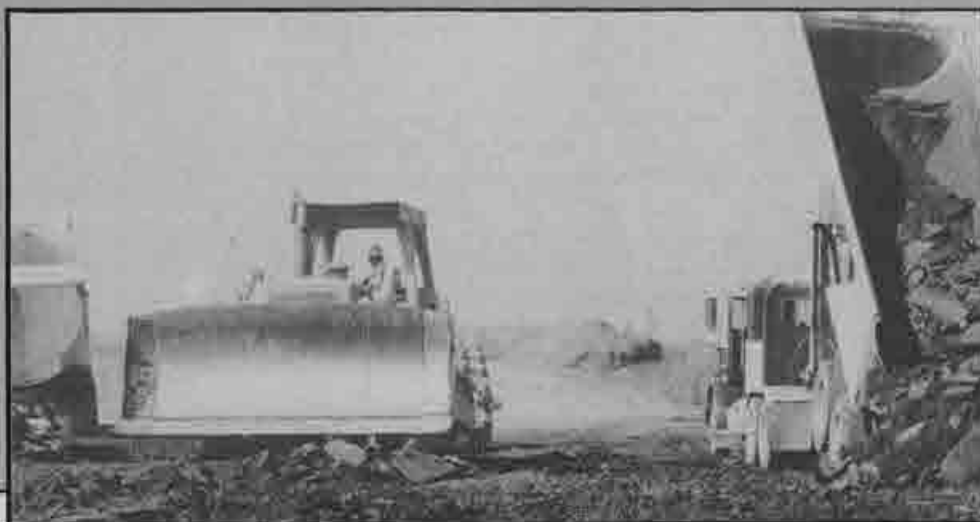
Caltrans says the ahead of schedule fall of 1994, an estimate The Hwy. 180 Gap labor is continuing projects not just on sc



Top left: Blade operator Oraval Jones.

Top center: Crane operators prepare to place rebar columns in place at Belmont and Poplar avenues for the Hwy 180 "Gap" project.

Top right: Map, Project plans for Hwy.180.



Second from top: Operators load imported material into bottom dumps at one of the six flood control basins adjacent to Belmont Circle.

Above: Compactors working on elevated section of freeway near H Street.

Left: Reclaimed asphalt is also being used for fill in some areas.

# Gap'

hed with the

ical 3 hands had moved about 520,00 percent of the project's total.

way excavation has been completed worthy locations being a 152,000- lton Street and Broadway Avenue in astruction of a 24-foot-high retaining o drainage basins have also been dug. r the grade at Abby and Blackstone work could be constructed. All told, at rs have been moving about 20,000 ottom dumps about 5,000 yards a

ong nicely on the structures. As far s are concerned, about 66 percent 4- to 72-inch cast-in-place concrete i percent of the 12- to 54-inch (5,000 the ground and 31 percent (672 lin- s 4 has been placed. On top of all this, d bridge has been completed, and 72 olumns are in place, including 33 at t H Street and 23 at Diana Street. roject is currently three-months d is expected to be completed in the ated six months ahead of schedule. yet another example of how union complete major infrastructure pro- dule but actually ahead of schedule.

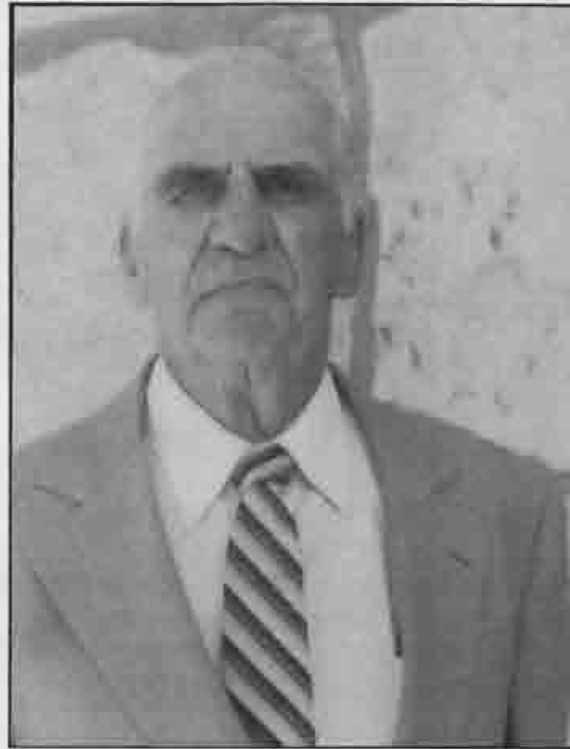
## NEWS FROM THE DISTRICTS

# Utah retiree, Hank Willeesen, Contractors squeeze in jobs between storms

SALT LAKE CITY – Hank Willeesen, one of Local 3's most devoted and respected members, and his wife, Ruby, were killed in an automobile accident near Minersville, Utah, not far from their home in Beaver. Hank and Ruby were killed shortly before noon on January 28 when they tried to make a U-turn on Hwy. 21 and were broadsided by a semi truck traveling west.

Hank was a staunch supporter of the union and felt the union had added much to his livelihood. He practiced what he believed and was an outspoken supporter of the labor movement and the Democratic Party. Hank was a Local 3 Executive Board member for many years, and after retiring was chairman of the Utah Chapter of the Retirees Association. He was also the chairman of the Utah Seniors Legislature.

Ruby had been ill for the past several years, and Hank feared Ruby would die and leave him alone after their years of marriage. I'm sure if he could he would tell us it's best this way for both of them. The Lord blessed them twofold as they



stood together in death as they had in life.

When you saw Hank and asked him how he was, he'd always say he was "pretty good for an old poop." That "old poop" brought much affection and sweetness into the lives of people he knew. He was our friend and we'll sorely miss him.

*Kaelynn Tuckett, Office Manager*

SACRAMENTO – Most jobs have been shut down because of inclement weather. However, Teichert and subcontractor M & M Trenching are trying to work the Kaiser Permanente Hospital job in Roseville between storms. Using two portable crushers working 10-hour days when weather permits, they have about 150,000 cubic yards of material yet to be crushed.

R.G.W. also has tried to work between storms on Hazel Avenue and the Hwy. 50 interchange. The company is also working at the Metro airport, and that job looks good for the rest of the year. About \$60 million in contracts will be let if environmental problems are resolved, including the west runway overlay, east runway taxiway concrete paving, the new East Terminal and other projects. We expect \$150 million in work will be let by fall 1995. Things are looking better, and we hope these jobs begin soon so a lot of our brothers can get back to work.

Gabe Mendez Construction Company was awarded the contract on Phase II of Douglas Boulevard in Roseville and has signed a project agreement with the union for this job. Kiewit Pacific continues work on the Roseville sewer plant and will keep a few members working throughout most of 1993. The Kiewit job on Harding and Atlantic in Roseville is nearing completion.

Sacramento Ethanol & Power Co-Generation project (SEPCO) is scheduled to be built on a 90-acre site next to East Levy near Rago Road in Rio Linda. This project could be let in late 1993 or early 1994. The project will employ from 130 to 180 construction trades people at its peak. The Sacramento Municipal Utility District has plans to build five co-generation plants in various parts of Sacramento to replace the electrical power lost by the closing of the Rancho Seco nuclear power plant.

The Cherrington Corp. is preparing for the last of three undercrossing on the PGT-PG&E gas pipeline expansion project. The final crossing is at Sherman Island. Cherrington will be pulling about 4,150 feet of 42-inch pipe from Sherman Island to Rio Vista. Crews are presently working two, 12-hour shifts, seven days a week to meet construction deadlines. This project has provided numerous hours for several of our members for the past year.

The weather shut down most dirt jobs during the heavy rains of late December and early January. However, the weather put Unit 12 Caltrans to work around the clock, especially on I-80 and Hwy. 50, which were both closed periodically by heavy snow and threats of avalanches during the wet period. Crews used their snow cannons, trying to prevent avalanches after the highways reopened. We hope these storms will bring Northern California enough moisture to relieve the drought and bring things back to normal. With the help of President Bill Clinton, we hope the construction industry can then start a strong recovery.

On February 4, the District 80 membership meeting will be held at the Recreation Center in Auburn at 8 p.m. This is the time for our Grievance Committee election. Also, on February 23, there will be a special meeting in Rancho Cordova at the Machinist Hall, 2749 Sunrise Blvd. to elect the Geographical Committee for the coming year. Hope to see as many of you at these important meetings as possible. We would also like to wish all of you a very good and productive 1993.

*Troy Ruff, Business Rep.*

## Richmond area bustling with jobs

OAKLAND – This is my first article of the year, so I'd like to start by wishing all brothers and sisters a happy New Year.

Richmond is the hot spot these days as far as work is concerned, with projects like the Richmond Parkway about to start. C.A. Rasmussen is the project's low bidder if approval comes from the city. This job is very important because it will pave the way for industrial and residential development on both sides of the road.

Another project underway is the I-80 widening, with Walsh Pacific as the prime contractor. Bauman Landscape is finishing on Garrard Boulevard and at the El Cerrito-Del Norte BART station. The company also just started reconstruction on Carlson Boulevard. Chevron Oil Refinery in Richmond is about to start on its clean unit.

Other jobs in the area include O.C. Jones' I-80 widening between the race track in Albany and the Bay Bridge in Emeryville. Pacific Refinery is awaiting permits for its clean fuel unit. UNOCAL in Rodeo is the only refinery we haven't heard from with respect to its clean fuel project, but the company will eventually have to comply with federal and state clean air standards. Finally, the co-generation plant in Crockett next to C&H Sugar is another big job coming up.

Last month's *Engineers News* article about getting involved in local politics brought to mind brother Jay Bosley, who is the son of the late Lloyd "Red" Bosley, a 50-year Local 3 member. Jay has been quite active in the Contra Costa County Democratic Central Com-

mittee and is a shoe-in to get one of its committee seats. He has been a member of the union for 25 years and has worked throughout Local 3's jurisdiction.

While working for Granite out of Watsonville, Jay was active in politics with the Democratic Central Committee and was involved in Joe Alioto's campaign for governor in 1973. Jay is currently working as a gradesetter for Ghilotti on the I-680 widening in Walnut Creek and still has time to put into the "grass-roots" area of politics. He's truly a fine example of a member getting involved and having a hands-on approach so that his voice is heard.

You too can get involved by first registering to vote, then checking out what's happening in your area. If you're not registered, call the hall and we'll be glad to send you a voter registration application. Start attending city council and county supervisor meetings, or simply go to your local Democratic Party office and ask to volunteer. Don't hesitate to ask for advice and direction from your union.

The other day I was in Berkeley checking out a job when I spotted a dump truck belonging to a local contractor. I followed the truck to a small pipeline job atop one of the hills in the area. One of the operators wanted to know how I found the job. Our members can be the union's agents and eyes and ears. If you see work being done and think it's being overlooked, please give your local hall a call and we'll check it out and get back to you.

*Joe Tarin,  
Business Rep.*

## Good organizing starts with union members themselves

SALT LAKE CITY – Here in Utah the non-union is eating our lunch. Utah's right-to-work laws create almost insurmountable problems for organized labor. It seems every time we turn around a non-union contractor grabs another job. We want to turn the tide in labor's favor.

We talk organizing at Utah's district meetings, we talk organizing with our members on the job site, we talk organizing in our sleep. We want to emphasize that this is the member's work, the member's livelihood, and as union representatives and organizers, we need their help to get that union work to benefit the Local 3 membership.

Local 3 needs every member to act as an organizer. The worst thing a member can do is criticize the union to a non-member or someone who's had no previous exposure to a union. Members must become good public relations people, assisting in selling the union by spreading the good word and giving genuine support. What we say is incorporated into other people's vocabulary and ultimately into their value system.

There are a few major contractors that we need to pressure. One of those is Gilbert-Western, which was recently awarded a job on Hwy. 40 near Heber City and many of Local 3's members worked that job. Agents made contact with several of the members on this job and requested authorization cards for union representation. We had some success with personal contact, but not enough to turn the job around.

We also sent letters to members enclosing authorization cards, which expressed the importance of member participation in capturing union work. To our dismay, cards weren't sent back and no members contacted us.

A lot of members give the impression that they think the union belongs to the business agents and union officials. It's as much a member's responsibility to organize as it is any union official's. Every member owes support to the organization that's trying to improve working conditions and wages.

We need to keep our members off non-union jobs or load non-union jobs with supportive members having commitment to face the long haul of a tough organizing drive. Construction jobs are difficult enough to organize; we must have our members behind us.

The influence of our members on other workers is the most convincing avenue for organizing because each member can provide personal experience of union benefits, and this lends credence to the agents' contacts with workers on the job.

Remind yourself often of the benefits you have working a union job that you don't have working non-union. Non-union contractors, even the larger ones, don't have to supply insurance coverage or pension benefits for construction employees. There is guaranteed power in collective bargaining, in presenting a united front to a contractor.

When you go to work for a non-union contractor, let us know where you are. You're on that job every day, you get to know the other men, you know the area, and you can be the instrument in settling conditions to turn the job union so you and the other workers have those union-employer-negotiated fringes and wages.

We really only have two choices. Think about it. It's up to you whether you keep your employment union or non-union. We want to put together a few organizing classes this winter to help you help us. We'll let you know when and where.

*Virgil Blair, Business Rep.*

## NEWS FROM THE DISTRICTS

### Retiree lets off steam by building locomotives in his spare time

SALT LAKE CITY – Wilford Match, better known as "Wish," is one of Utah's multi-talented retirees. In 1950, Wish left Local 3 to become an ironworker superintendent. For the next 10 years he withdrew and re-entered the union several times. Then in 1960 he came back into the Operating Engineers for good.

While employed as a union craftsman, he worked as a pile driver and operated derricks and cranes. Wish never did push dirt, instead he worked and traveled with Utah Crane in all the western states building bridges and commercial structures.

To give you an idea of his talent, Wish has built three steam locomotives in his spare time over the years. His first locomotive, the "1," was built in 1947 with the help of his father, Burt, and his brothers, Bill and Casey. Wish had two other brothers, Lester and Harry, who didn't participate in the projects. The Church of Jesus Christ of Latter-day Saints bought the first locomotive, and it eventually ended up in Murray Park, which is in a suburb of Salt Lake City. A man living in Midway, Utah, bought



Above: The "3" locomotive. Right: Wish Match.

the "1" locomotive from the City of Murray. The Matches built the locomotives to last because the "1" is still operating today in Chicago.

In 1980, Wish and brother Bill built the "2" locomotive. When it was completed, the "2" was sold to a collector who kept it just for show. The "2" has never been fired up since then. Wish started building the "3" locomotive in 1989 and finished it in June 1992. His brother Lester and Wish's wife, Irene, both helped build the "3." It is fired by coal and operates on 125 pounds of steam. The boiler is 16 inches in diameter, 8 feet long and has 37 tubes. The cylinders in the engine have a 4-inch bore and the 5-inch stroke wheels are 14 inches in diameter. The overall length of the engine and tender is 14 feet.

A friend of Wish's, Dick Theriot, owns a track in Midway with a gauge of 12 inches. According to Wish, in good weather he and Dick hook up the train cars to the "3" engine and "go like hell" on the tracks. Everyone riding the train really enjoys the ride. Lots of people show up to take pictures and record it on

their camcorders.

The locomotive seems to attract lots of interested visitors for a taste of yesteryear, something we all need sometimes.

I worked with Wish and other members of his family at different times on various jobs; they were all excellent craftsmen. During the time I worked with Wish, I was unaware of his talent and skill in building with metal.

In the 1960s, when my children were small, I remember taking them to Murray Park to ride the first train that Wish and his father and brothers built. My children loved it.

Wish is a quiet person, very modest, and never indicated he and his family had built the train that so many children, including my own, were riding and enjoying back then. I'm looking forward to getting to Midway as soon as the good weather arrives to take a ride on Wish's "3." I want to find out for myself if it really "goes like hell."

*Virgil Blair, Business Rep.*

### Local 3 mourns death of Celia McLaughlin

SALT LAKE CITY – Celia McLaughlin, an operating engineer since 1979, died January 1 of a sudden medical complication. She was a Utah native and at the time of her death was living in the Mother Lode community of Valley Springs, Calif.

Celia was one of seven talented children. She had a way with animals, particular horses. She enjoyed participating in horse demonstrations, loved to dance, was an excellent cook and a seasoned practical joker, this last characteristic going along well with her candid and unrestrained humor.

Prior to entering the apprenticeship program in 1979, she worked for the Salt Lake Animal Control. During her apprenticeship, which she completed in 1984, she trained on the jobs of various contractors working in Utah. When she turned out, Celia was selected as Utah's Apprentice of the Year. She was a good worker and well liked by her employers and fellow operating engineers.

An ironworker colleague said he preferred to work with Celia because he could trust her when she was on the machine, a deserving recognition

from a craftsman who shared the difficult and sometimes dangerous work of heavy construction.

She left a husband, Art, and a 15-year-old daughter, Rebecca Knight. If Celia had survived to her birthday January 13, she would have been 35 years old. Sharon Klein, one of Celia's sisters, is also a member of the Operating Engineers.

From those of us in the Utah offices who knew her, we offer her family our heartfelt condolences. Our memories of the gentle and engaging personality Celia displayed to everyone she knew will be with us a long time. We'll miss her each time we think about her.

*Kaelynn Tuczett, Office Manager.*



## NEWS FROM THE DISTRICTS

# Oahu's H-3 is half completed despite delays

HONOLULU – For years the H-3 Interstate Windward Viaduct project in Kaneohe, Oahu, never made it off the drawing boards, but now this controversial highway is nearly half completed.

A large portion of the highway consists of pre-cast segmental viaduct located on the windward side in Haiku Valley. The contractor on this section is Stephenson Constructors Inc. and E.E. Black joint venture. A crawling gantry truss hydraulically transports pre-casted segments into place. In some segments columns reach well over 200 feet.

The viaduct connects to the Koolau mountain range where tunnel work is also nearing completion. The mile-long tunnel will connect commuters to the Halawa Valley. The estimated cost of the project to date is \$1.5 billion and work is still ongoing in North Halawa Valley and Kaneohe. The engineering skills for construction of this project was a first for Hawaii and an experience many trades people will long remember.

But controversy surrounding the project has caused delays. The debate continues over whether the need for more roadways to accommodate increasing traffic outweighs the need to preserve ancient burial grounds and natural resources. Nevertheless, the highway provides the most breathtaking view of the windward side.

*Diane Wong, Office manager*



Above: A crawling gantry truss hydraulically transports pre-cast segments into place.

Right: Some of the columns are as high as 200 feet.



## Hawaii Master Agreement ratified

HONOLULU – We have ratified the Hawaii Master Agreement by a 398 to 67 vote. Now that we've completed ratification, we will be contacting the members in the trucking demolition industries for contract proposal meetings. We have about 10 other contracts throughout the Islands dating back to 1991 that were not renegotiated. All of you brothers and sisters working in these plants or shops please bear with us, as we will be contacting you soon for negotiations.

### Your Hawaii credit union branch

The Hawaii credit union offers many benefits for all the members

and their family members, including the members on the other islands. Members can request to have automatic payroll deductions for checking, savings or have their vacation pay transferred monthly into savings. You can also have your dues automatically deducted from your credit union savings.

The credit union has vehicle loans, real estate loans, VISA cards without annual fees and low fixed-interest rates. The checking accounts have no monthly service fee. There is no need to come to the credit union office to fill out an application; you can do it by mail. Call the Local 3 credit union at 1-800-877-

4444.

### Your new reps.

The business representatives on staff are Robert Shoaf, Stanley McCormick and Ernest Yee Hoy. Lionel Stone is servicing Oahu and Kauai. Harry Hueu is servicing Maui, Lanai and Molokai. Hugh Hurley and Kimo Hezekia has helped us enormously over the past few months, and he will be retiring in January for the second time. Mahalo Kimo, you're very special to us.

I'm very proud of all the representatives. They have worked very hard in the last months. They were thrust into a position that under the circumstances were not easy, and they

handled it like professionals. Beginning in January all the representatives will be attending classes in California to learn ways to serve you even better. Keep up the good work.

We should always be looking for new ways to be more productive for our employer. Look around and watch the oldtimers, you can learn from them. An idea that saves time can be a benefit to you, the employer and your union. It gives your union a better image, it makes your company more competitive, and the knowledge will always be yours.

*Joe Trehern, Dist. Rep. and Lionel Stone, Business Rep.*

## Once the snow melts, a good work season is felt

RENO – Since a series of strong winter storms hit northern Nevada during the holidays, construction work has come to a standstill. Granite, T.W., Earl Games and Harker & Harker Construction were quite busy for a couple of weeks doing snow removal in the Reno-Sparks area. That kept some members busy around the clock, but most have been on the out-of-work list and waiting for the snow and ice to melt.

Since there's not much work to talk about, this is a good time to let you know about some other issues. Our members who are covered by Northern Nevada health and welfare have recently been notified of some major changes in their plan. We now have a large panel of preferred providers and still continue to have St. Mary's Hospital as a contract hospital for **inpatient services only**. For all other services, use these preferred providers: Reno Medical Plaza for all outpatient surgery, Sierra Nevada Laboratories for clinical laboratory work, and Reno Diagnostic Center and Northern Nevada Radiologists for x-rays. If you choose to go to non-contract physicians and hospitals, the health and welfare plan will only pay at the same rate paid if you went to a preferred provider. This may not seem like a drastic change, but it is.

Consider the case of one of our members who went to Washoe Medical Center without realizing the consequences. He spent one night in the hospital and had a surgical procedure done on his heart. His bill came to about \$15,000. But because he went to a non-contract hospital, the medical plan paid only according to the "per diem" charge they would have paid at St. Mary's, in this case about \$1,500. He had to pay 90 percent of the bill out of his pocket.

It's imperative that you read the material sent to you from the trust fund office and to contact them if you have any questions or doubts about your coverage. With the high cost of medical care it's necessary for you and your family to pay close attention to your plan and know what you can do to save money for you and the trust fund.

Northern Nevada is expecting to have a great work season this year, with the Mt. Rose Highway, Pyramid Highway and Robb Drive interchange carrying over from last season and many new highway overlay jobs going to bid. The new bowling stadium, awarded to Krump Construction for over \$27 million, will begin very soon and operating engineers will have several subcontractors on site.



## NEWS FROM THE DISTRICTS

# Answell lowest bidder on Depot Bridge widening

FAIRFIELD – The district's contract bidding continues to improve, and below are some of the latest projects that will result:

- Phase I of the wastewater treatment plant pond at St. Helena, Napa County. Low bidder was Ghilotti Construction Company at \$80,200. Second lowest bidder was Huntington Brothers at \$91,500.

- Widening of Depot Street Bridge in Vacaville. Low bidder was Answell Construction Inc. at \$687,857. Second lowest bidder was Benco Contracting and Engineering at \$717,975.

- Dillingham will probably start the Fleming Hill Treatment Plant around March 1. Manpower requirements for this job will fluctuate, so keep your out-of-work registration current.

Members needing Hazmat recertification should contact their home district office within 45 days of their expiration date. If you go over 45 days, you may have to take the 40-hour class over again.

Anyone who wants to sign up for half-dues must get into the hall by the 10th of the month or you will not be eligible. Ask for a form 120A at the hall so you can become familiar with the eligibility rules.

Don't forget that we have a district meeting on March 9 at 8 p.m. at the Holiday Inn here in Fairfield. There will be Grievance Committee



Above: Amos & Andrews Company saves homes threatened by mudslides at Rancho Solano subdivision in Fairfield during the heavy rains in mid-January. Right: Backhoe operator, James Gardner, a 27-year Local 3 member.

elections, Market Area Committee Elections and a raffle.

Any Fairfield District women operating engineers who would like to join a women's softball team, contact the Fairfield office or call JoAnn at (707) 447-1142.

A special election is being held for state Sen. Barry Keene's seat. Local 3 is urging you to support Mike Thompson. His voting record and union support have been reviewed by our PAC committees in Fairfield, Santa Rosa and Eureka, and they have found him to be strongly aligned with our needs. Please support him in the March 2 special election. Your vote will make a difference. Mike Thompson needs a simple majority to ensure there's no run-off election, so get out and vote.

Roger Wilson,  
Business Rep.

## Wet weather puts damper on progress of projects

FRESNO – This has been a very wet month for the Fresno area, a situation that caused quite a few members to be unemployed and registering on the out-of-work list. We would like to remind our members to make sure they re-register on the list so you don't drop off and lose your position.

Granite Construction was the low bidder on a \$2.5 million job to reconstruct the medians on Shaw Avenue in Fresno between Hwy. 41 and Clovis Avenue. They will be overlaying the existing road at various locations. Because of the heavy traffic on Shaw Avenue, Granite will be running a crew at night. This job should get underway in April and last about five months.

Granite also was low bidder on a \$3 million project in Merced County for a 96-ton overlay at various loca-

tions throughout the county. Sheehan Pipeline Construction Company expects to start work on the PGT-PG&E gas pipeline in our area about six weeks from now. This job should put about 60 to 70 operators to work at the project's peak. The company expects the project to be completed in August 1993.

Jagur Equipment at the Coalinga Prison has eight to 10 feet of standing water in its pits, a condition that has caused the company to shut down the project until water can be pumped out and the pits dried, a process that could take until March. But at the same job site R.P. Richards and McCarthy are high and dry and able to do some work. Kiewit Pacific on the I-5 overlay has its plant set up and ready to go as soon as we get some dryer weather.



## Proposed high school hits permit road block

SANTA ROSA – We had a fairly large turnout for our eight-hour Hazmat refresher course last month in Santa Rosa. Local 3's Safety Director Brian Bishop instructed the class of 80 members. He lectured on topics found on Material Data Sheets. I would like to thank Brian for the excellent quality of instruction, and also a thanks to our steward of the day Vic Sanchez, who made sure we got our breaks on time. He did an excellent job.

A topic that is seldom discussed, because of all the legal red tape and is always on the minds of our members, is what to do when a picket line is set up at our job. I carry a piece of paper with the following printed on it:

I encourage you to cut out this information and carry it in your wallet.

The next time you see a picket line, you will know what to do. I am reminded of what my father used to tell me, "United we stand, divided we fall." It's that simple.

The work picture in my area is slow because of all the rain we've had. Once the ground starts to dry up, our local contractors will be able to get back to work. If the weather was the only problem keeping us from working, we'd be okay, but we have other, much larger problems.

The school district is planning to build a high school on the west side of Santa Rosa, a project I reported on last year. The problem is that permits required to build on the wetlands were not obtained, and the project won't start until they can get them. Who knows if they will ever get the permits.

I reported on another project last year. The City of Santa Rosa wanted to build a reservoir to hold the treated sewer water for irrigation. Then the project was placed on hold because the city thought it could dump more of its treated sewage in the Russian River. Well, the city has changed its mind again. Now there will be no increase in sewage into the river; however, a smaller reservoir is being planned in the south county, not the west county. Let's wait and see.

After seeing President Clinton sworn in, I thought to myself, no more elections until at least June. Not so. In Sonoma, Mendocino and Humboldt counties we have a special election coming up. Our state senator, Barry Keene, resigned and there will be a special election on March 2. The Republicans want the seat real bad, but we're going to keep it Democratic. So from now until March 2 we'll be working to get state Senator Mike Thompson elected to that seat. If you want to help with phone banks and precinct walking, please contact Ken Foley at (707) 523-1993.

A reminder for next month. Our district meeting will be March 18 at 8 p.m. in the Gold Room at the Luther Burbank Center. We expect a record turnout. Plan on being a part of it.

George Steffensen, Business Rep.

**GOOD UNION MEMBERS RESPECT PICKET LINES**  
A good union member is extremely careful when confronted with a picket line situation. WHEN A PICKET LINE IS ESTABLISHED on a job where he is working:

1. He LEAVES. He DOES NOT TALK – JUST LEAVES.
2. He READS the PICKET SIGN as he leaves.
3. He DOES NOT hang around near the job.
4. He knows that ONCE A PICKET LINE IS ESTABLISHED, his Business Agents and other union officials are legally gagged and handcuffed from giving advice pertaining to THAT JOB. They can only tell him if the Picket Line is AUTHORIZED by the Building Trades.
5. He does NOT ALLOW HIMSELF to be drawn into conversations with ANYONE at the job site.

**A GOOD UNION MEMBER KNOWS HIS RIGHTS**

- A. He has the right NOT to work behind ANY Picket Line.
- B. He has the right to decide for himself whether to walk off a job being picketed.
- C. He understands that his trade may be under attack next.
- D. He knows that a two gate system means a PICKET LINE and he has the RIGHT NOT TO WORK, no matter how many gates the employer set up.

## NEWS FROM THE DISTRICTS

### SF airport expansion one step closer to reality

SAN FRANCISCO - By the time this report is published, the holidays will have passed, so I hope everyone had a good Christmas and a safe New Year.

Last year ended on a pretty positive note as far as work in this district is concerned. We were successful in getting a new president elected that will work with Congress and support the issues confronting working people. Workwise the BART parking structure was rebid in November and December, and the crossing bridge was put out to bid. The apparent low bidder on the parking structure was J.A. Jones, from Southern California, a company that does all its work union. The apparent low bidder on the pedestrian walkway was S.J. Amoroso Construction, a local contractor.

After many meetings before the San Francisco County Planning Commission and the County Board of Supervisors, the San Francisco airport expansion is well on its way to getting started in 1993. On December 7, the board of supervisors unanimously approved \$2.4 billion in revenue bonds. Airport officials say the bonds will go to market this January. There were three lawsuits filed against the expansion. All of these concerns and others were discussed in a 500-page environmental impact report approved in May by the planning commission.

The Airport Commission and the airport itself are going to work with the people. Airport Manager Louis Turpen believes that the monorail system, with connectors to BART and Caltrain, will help ease traffic congestion. The law-

suit was about the project creating more traffic on Hwy. 101 and I-380. This project will create about 4,000 temporary construction jobs through the next 15 years and more than 10,000 permanent jobs.

A couple of more jobs were bid in November and December, with construction to start in early 1993. The first is the new San Francisco public library to be built across from the Civic Center Plaza. The apparent low bidder is Huber, Hunt & Nichols, at \$89 million.

The second job, bid on December 18, was the MUNI turnaround project in San Francisco. Because of its location next to the Ferry Building on the Embarcadero, the project is going to be complicated, consisting of 800 feet of pressurized tunnel and 1,100 feet of cut and cover, and 300 to 400 feet of open cut. Operating engineers will be put to work at various stages of the job. The apparent low bidder is Tutor-Saliba-Perini joint venture, at \$94 million.

We also had a job start in late 1992, by Stacy & Witbeck-Dillingham, on the Embarcadero surface roadway, a project that will also tie in with the MUNI Metro turnaround. Additionally, Shimmick Construction-Obayashi Corp. started work on their portion of the Islais Creek contract, a \$38 million job that has put some members to work, and will put some more to work when the project reaches its peak this June.

As you can see, these are just a few of the



Maggiore & Ghilotti Inc. performs cleanup in Marin County during heavy rains of mid-January.

current and future jobs that are putting operators to work. This is the beginning of us coming out of the recession, but we need more work to begin statewide, especially housing. Most of the work bid recently is public works; we need a mixture of both for a strong work picture.

I would like to take this time to thank all the members in San Francisco, San Mateo and Marin County for all the support you have given to me and my staff this past year. With your support and communication, we can get anything accomplished. Remember one thing, you are the union, so the more you get involved, the stronger we can get. It's really a pleasure to see the good turnouts at the district meetings and the member participation. That's what it's all about. Keep it up and bring a fellow operating engineer with you to our next meeting, which is February 16, at 8 p.m., at the Seafarers International, 350 Fremont St., San Francisco, the same place we have the semi-annual meetings. Hope to see you there.

Once again, thanks. My door is always open for you if you have a problem. Feel free to come in and talk about it. Have a good year.

Robert Delaney, District Rep.

### Retiree couple owns motel with 45 lives

STOCKTON - I was most fortunate in the past few years to have met and experienced a very special couple, Bud and Winnie Jensen.

They're the proprietors of the Jensen's Cat Motel, a wooden feline bunkhouse that Bud built in their back yard.

When asked why they built the Cat Motel, Winnie said: "There were just too many cats for the house. We still have four-star boarders. There were these four cats that didn't belong to us, and when it was meal time, the cats would just show up, eat and go their merry way. Some of the cats had been doing this for quite some time. There are too many starving cats and someone just has to feed them."

After their dogs were killed in a robbery of their home, Bud and Winnie didn't have any pets for awhile. But their granddaughter intervened and decided that Bud and Winnie's home wasn't home without pets. So the granddaughter gave the couple the grand dam of this entourage, Kissie, who is now

10 years old. Scooter is also 10 years old, but the ages of Two Bits, Three Bits and Four bits are unknown.

When the veterinary service sends the Jensens a reminder for routine care, the card reads, "Time for the Bit family to come in." I asked Bud why the cats had these rather unique names, and he smiled and said, "We ran out of names." The stray cats of Stockton are in the best of hands with these two humanitarians. This world could use a lot more Bud and Winnie Jensens.

Bud just had his 80th birthday while attending a reunion back in Colorado in October. Bud grew up on a large ranch in Colorado and has many interesting memories. One story in particular is worth telling here.

Bud's father had a beautiful buckskin stallion who died of unusual circumstances. One day the stallion came down with a stomach disorder that made the horse quite ill. When the veterinarian finally cured the ailment, the horse was so

relieved it started joyously bucking, kicking and running about. But in the process of all the excitement, the horse ruptured a blood vessel and died. Bud's father had the skin preserved, and Bud recalls sleeping under the skin during the Colorado winter and being quite comfortable. The skin, by the way, still exists today.

Bud's first job as an operating engineer was running a horse team on a Fresno scraper out of Moab, Utah, for W.W. Clyde on a large dirt spread. He next became a powder boy. As Bud recalls, the older - perhaps wiser - men wouldn't take the position because you had to be young and quick.

I asked Winnie how the two met, and she said they had known each other since early childhood, when they used to go to Sunday school together. But Winnie added that they didn't get together until she was out of school. With a boyish grin, Bud corrected her, saying, "How about the time you got a



Bud Jensen

Valentine in the 7th grade from someone." Winnie laughed and said, "Oh yeah, and boy was I mad. He insulted me. He sent me a valentine that said, 'I was a red hot weinee.'"

Bud and Winnie moved into their cozy home on Airport Way in 1947 when their daughter was in school and they wanted her to be able to stay in the same school. During Bud's career, the couple traveled extensively, with Bud working for Stearns and Rogers welding smokestacks.

Joyce J. Skeen,  
Dispatcher, Stockton office

## Signs of a chemically dependent employee



**ADDICTION  
RECOVERY  
PROGRAM**

1-800-562-3277

It's important for supervisors and co-workers to recognize the subtle signs that suggest possible patterns of chemical dependency. When signs are considered individually, they may seem harmless enough, but taken together they present a startling picture.

One pitfall to avoid is to not recognize some of the beginning indicators. The following are important signs of chemical dependency in the work place.

1. Swings in an employee's pace of work, individual productivity, reliability and attendance. Peaks and valleys that progressively become more serious and closer together.
  2. Deadlines that are missed, or an overall decrease in efficiency.
  3. A gradual decline in work quality or quantity or both.
  4. Unreasonable excuses for not getting the job done properly.
  5. Attendance problems that begin on an infrequent basis and gradually get worse.
  6. Tardiness, lengthy lunches or frequent breaks through the day. Early departures from work.
  7. Accidents causing minor injuries to self and others, and damage to equipment.
  8. An increase in physical complaints and medical ailments that cause lost time.
  9. Complaints from other workers, customers and the public about work output, quality, timeliness or attitude.
  10. Emotional changes that produce tension, conflict and morale problems among co-workers.
  11. Lack of attention to detail or inability to concentrate on the task at hand.
  12. A promise to improve behavior, which may happen for awhile, but then get worse.
- If you, a co-worker or loved one are beginning to develop some of the above indications, help is just a phone call away. Your Addiction Recovery Program is here to help you deal with drinking or drug problems before they become serious enough to warrant intervention on the job.

Hawaii members call Hawaii Addiction Recovery Program at (808) 842-4624.

## Attention Women Operators

Women operating engineers are having another potluck.

**When:** Saturday, March 6, 11 a.m. to 4 p.m.

**Location:** Stockton union hall  
1916 N. Broadway, Stockton

**How to get there:** U.S. 99 to Waterloo Exit, go west to Broadway, on corner at Broadway

**Topic:** Women's self defense

**Video:** Women's training and recruitment video produced by the IUOE National Training Program.

**Contact:** Stockton Dispatcher Joyce Skeen at (209) 943-2332 or Lisa at (510) 769-0340.

# Union Briefs

## California construction fell 21 percent in 1992

The pace of new construction in California slowed for the third straight year, according to a new study by the La Jolla-based Dataquick Information systems. A total of 11,250 construction loans totaling \$8.3 billion were recorded statewide last year, down 21.4 percent from \$10.5 billion in lending in 1991 and a whopping 74.2 percent below the peak of \$32 billion in 1989. Though all regions slowed, the declines were particularly steep in Southern California and comparatively mild in the Central Valley.

Several factors contributed to the slowdown, the study said. The sluggish economy was the primary reason, but a skittish lending community and strict financial regulations also contributed to the fall. A lot of good projects, the report said, were on hold waiting for financing.

## Health costs to jump another 12 percent this year

Health-care spending will jump 12.1 percent to nearly \$1 trillion this year and will continue to climb at a double-digit pace unless the nation's medical system is overhauled, the Commerce Department predicts. In a chapter of the "1993 U.S. Industrial Outlook," the department said health-care spending reached \$838.5 billion in 1992, an 11.5 percent increase over 1991, and it will rise to \$939.9 billion this year.

In 1992, according to the department, health care accounted for 14 percent of the nation's gross domestic product, an all-time record. That amounts to \$3,160 for every man, woman and child in the United States. The amount is substantially higher than what is found in other leading industrialized countries.

The Commerce Department listed five reasons for skyrocketing health spending: 1) the use of sophisticated, high-priced equipment, 2) increases in the variety and frequency of treatments, 3) innovative but costly treatment of illnesses such as heart ailments, AIDS, kidney disease and cancer, 4) the increased life span of Americans, and 5) the labor intensity of the health-care industry and the high earnings for professional, administrative and technical workers.

## Striker replacement bill introduced

For the third consecutive congressional session, legislation to prohibit the permanent replacement of striking workers was introduced January 5 in the House of Representatives by Rep. Bill Clay, D-Mo. The bill, similar to HR 5 that passed the House last year but was killed by a Senate filibuster, would ban employers from hiring permanent replacements during a strike and would prohibit discrimination against striking workers once the labor dispute is over. The bill would also make it illegal for employers to offer preferential benefits to strikers who cross a picket line to return to work.

## California's injury-illness rate above norm

California's occupational injury and illness level ranks above the national average, according to figures released by the state's Division of Labor Statistics and Research. California experienced 9.4 occupational injury or illness cases per 100 full-time private-sector employees in 1990, 0.6 cases higher than the national average of 8.8. In both the private and public sectors, California averaged 9.9 recordable cases in 1990, up from 9.2 in 1989.

The construction industry had the highest incident rate of the 10 industries for 1990, 16.4 cases per 100 workers. State and local governments followed with a rate of 12.8 and the transportation and public utilities sector was third with 12.1 cases per 100 employees.

## Taxing health benefits unfair

The AFL-CIO is opposing proposals to tax employer-provided health benefits while urging caution toward "managed competition," the new buzz word in health-care reform describing a proposal that is unlikely to relieve the biggest health-care pain - rising costs.

Health benefits provided by employers do not add to an employee's real cash income or improve a taxpayer's ability to pay taxes, thus employees should not be taxed on the value of those benefits, the AFL-CIO told representatives of the Clinton transition team in December. Taxing employment-provided health benefits would not promote either tax fairness or good health policy. Since income does not properly include amounts devoted to medical care, taxing health benefits would be both inequitable and unwise. The AFL-CIO called the tax regressive, claiming taxes used to fund national health reform should be based on one's level of income, not one's level of health benefits.

## NEWS FROM PUBLIC EMPLOYEES



At the City of Modesto service yard are from left Peter Cowles, manager of the tree division, Chuck Gilstrap, superintendent, and Local 3 Business Agent Bill Reeves.

# Persistence pays off for Modesto's public employees

When workers employed by the City of Modesto needed help in solving a dispute with management in 1979, they weren't thinking as much about a quick fix as they were about long-term solutions to tough problems. So the workers went shopping for representation and, in the process, found themselves a good union.

Since then, employees of the City of Modesto, with the exception of firefighters and confidential staff, have been represented by Local 3's Public Employee Division. The bargaining unit of about 420 is relatively diverse, with classifications ranging from clerical and civil engineering assistants to maintenance and tree trimmers. Many in the unit are exemplary employees with 20 to 25 years of service.

This stability, coupled with the determination that brought the unit into Local 3 in the first place, has contributed to the group's success over the years. Even when goals have seemed nearly unattainable, the bargaining unit somehow has prevailed.

Within the first year of being represented by Local 3, for instance, the unit was able to obtain health coverage for employee dependents. Prior to that, the city paid health insurance premiums for only city employees; workers had to pay for any additional coverage for spouses and children.

"They just kept bringing up the subject of dependent health coverage at negotia-

tions," said Local 3 Business Agent Bill Reeves. "They don't get discouraged; they just keep going."

Through sheer persistence the bargaining unit also has been able to improve its retirement benefits. For years the unit kept asking the city to provide health coverage for retirees, and sure enough, three years ago they got it. In upcoming negotiations the unit will pursue improvements in pension benefits, specifically gaining higher pension payments or the right to receive pension benefits at age 55 instead of 60.

"It's really been this persistence and concern for the future that makes this unit special," Reeves added. "These qualities have helped the bargaining unit attain more benefits than would be expected. Even when things seem impossible, they have a way of getting what they want."

This kind of assertiveness has helped the unit hold its own during this period of hefty budget cuts. While workers in other cities struggle to cope with the immediate future, Modesto has consistently placed a high priority on its long-term economic security.

*Next month: An in-depth look at how Modesto has improved production and morale through innovative programs such as quality circles and self-directed work groups.*



Tree crew consists of Trent Bellew, foreground, Dan Medrano, background, and Jeff Trusdale in the bucket.



In the Permits Encroachment department are Linda Boston, left, and Steve Pace.

# NEWS FROM PUBLIC EMPLOYEES



Clemente Zavala, left, and Jim Honberder of park maintenance.



Senior Civil Engineering Assistant Ed Eshoo.



At the wastewater treatment plant is clerical staffer Cindi Hanks with plant mechanical superintendent Eugene Krueger.



Maintenance mechanic Ted Honda.



Parks crew leader Walter Woodley.

### 1993 Grievance Committee Elections

Recording-Corresponding Secretary William Markus has announced that in accordance with Article X, Section 10 of the Local Union Bylaws, the election of Grievance Committees shall take place at the first regular quarterly district or sub-district meeting of 1993. The schedule of these meetings appears below (see "District Meetings").

## District Meetings

District meetings convene at 8 PM with the exception of District 17 meetings, which convene at 7 PM

### February 1993

- 2nd** District 3: Stockton  
Engineers Bldg.  
1916 North Broadway
- 4th** District 8: Auburn  
Auburn Recreation Center  
123 Recreation Drive
- 16th** District 1: San Francisco  
Seafarers Int. Aud.  
350 Fremont Street
- 18th** District 5: Fresno  
Laborer's Hall  
5431 East Hedges
- 25th** District 2: Oakland  
Holiday Inn Airport  
880 Fwy/Hegenberger

### March

- 3rd** District 12: Salt Lake City  
Engineers Bldg.  
1958 W.N. Temple
- 4th** District 11: Reno  
Carpenters Hall  
1150 Terminal Way
- 9th** District 04: Fairfield  
Holiday Inn  
1350 Holiday Lane
- 18th** District 10: Santa Rosa  
Luther Burbank Ctr.  
50 Mark W. Spr. Road
- 23rd** District 9: San Jose  
Labor Temple  
2102 Almaden Road

### 1993 RETIREE ASSOCIATION MEETINGS

- \*CERES - February 2, 10AM**  
Tuolumne River Lodge  
2429 River Rd. Modesto, CA
- \*STOCKTON - February 2, 2PM**  
Operating Engineers Bldg.  
1916 N. Broadway Stockton, CA
- AUBURN - February 11, 10 AM**  
Auburn Rec. Center  
123 Recreation Dr. Auburn, CA
- SACRAMENTO - February 11, 2 PM**  
Machinists Hall Hall  
2749 Sunrise Blvd. Rancho Cordova, CA
- S.F./SAN MATEO - February 16, 10 AM**  
IAM Air Transport Employees  
1511 Rollins Rd. Burlingame, CA
- IGNACIO - February 16, 2 PM**  
Alvarado Inn  
250 Entrada Dr. Novato, CA
- FRESNO - February 18, 2 PM**  
Laborers Hall  
5431 E. Hedges Fresno, CA
- CONCORD - February 24, 10 AM**  
Concord Elks Lodge #1994  
3994 Willow Pass Rd. Concord, CA
- OAKLAND - February 25, 10 AM**  
Oakland Zoo - Snow Bldg.  
9777 Golf Links Rd. Oakland, CA
- SALT LAKE CITY - March 3, 2PM**  
Operating Engineers Bldg.  
1958 W. N. Temple Salt Lake City, Utah
- RENO - March 4, 2PM**  
Carpenters Hall  
1150 Terminal Way Reno, Nevada
- FAIRFIELD - March 9, 2PM**  
Holiday Inn Fairfield  
1350 Holiday Lane Fairfield, CA
- UKIAH - March 18, 10AM**  
Discovery Inn  
1340 N. State St. Ukiah, CA
- SANTA ROSA - March 18, 2PM**  
Luther Burbank Center  
50 Mark West Springs Rd. Santa Rosa, CA
- SAN JOSE - March 23, 2PM**  
Holiday Inn Park Center Plaza  
282 Almaden San Jose, CA
- \*WATSONVILLE - March 25, 10AM**  
V.F.W. Post #1716  
1960 Freedom Blvd. Freedom, CA

\* Please note date change

### Election of Geographical Market Area Addendum Committeemen

Business Manager T. J. Stapleton has announced the election of Geographical Market Area Addendum Committeemen to each of the Northern California and Reno, regularly scheduled district meetings and/or at Specially Called Meetings to be scheduled during the first quarter of 1993, with eligibility rules as follows. The schedule of the meetings in which these elections will be held appears below (see "District Meetings").

No member shall be eligible for election, be elected or hold the position, of Geographical Market Area Addendum Committeemen.

(a) Unless he is living in the Committee's Geographical Market area.

(b) Unless he is employed in the industry in the area

(c) He must be an "A" Journeyman

(d) He must be a member in good standing

(e) Must not be an owner-operator.

No members shall be nominated unless he or she is present at the meeting and will accept the nomination and the position, if elected.

No member is allowed to serve more than two (2) consecutive terms on the Geographical Market Area Committee.

## Election of Geographical Market Area Meetings

### February

- 2nd** District 30: Stockton 8pm  
Engineers Building  
1916 North Broadway
- 4th** District 80: Auburn 8pm  
Auburn Recreation Center  
123 Recreation Drive
- 16th** District 01: San Francisco 8pm  
Seafarers Int. Auditorium  
350 Fremont Street
- 18th** District 50: Fresno 8pm  
Laborer's Hall  
5431 East Hedges
- 23rd** District 80: Sacramento 7pm  
Machinists Hall  
2749 Sunrise Blvd., Rancho Cordova
- 25th** District 20: Oakland 8pm  
Holiday Inn - Airport  
880 Fwy & Hegenberger

### March

- 4th** District 11: Reno 8pm  
Carpenters Hall  
1150 Terminal Way
- 9th** District 4: Fairfield 8pm  
Holiday Inn  
1350 Holiday Lane
- 18th** District 10: Santa Rosa 8pm  
Luther Burbank Center  
50 Mark West Spring Road
- 23rd** District 90: San Jose 8pm  
Labor Temple  
2102 Almaden Road
- 25th** District 90: Freedom 7pm  
VFW Hall  
1960 Freedom Blvd.

## Departed Members

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

### NOVEMBER 92

Alex Kiriluk of Standard, Ca., 11/18; John Ortegon of Union City, Ca., 11/3.

### DECEMBER 92

Samuel Aldred of Benicia, Ca., 12/7; Wilburn Bradford of Sacramento, Ca., 12/28; Andrew Cathey of Fortuna, Ca., 12/31; Melvin Ceverha of Half Moon Bay, Ca., 12/25; H. Condrey of Yuba City, Ca., 12/28; Delbert Cook of Redding, Ca., 12/30; Harold Floyd of Citrus Hts., Ca., 12/25; Robert Gerhart of Gustine, Ca., 12/24; Jack Griner of Summit City, Ca., 12/24; Harold Higgins of Salt Lake City, Ut., 12/17; Loren Jones of Roseburg, Or., 12/28; Samuel King of Byron, Ca., 12/31; Amasa Lowder of Springville, Ut., 12/23; John Macy of Las Vegas, Nv., 12/28; Jackson Morse of Merced, Ca., 12/23; Philip Oppenheimer of Rocklin, Ca., 12/24; Robert Phillips of Kanosh, Ut., 12/18; Leo Schlyter of Spreckles, Ca., 12/26; W. Scott of Sacramento, Ca., 12/28; Leonard Garcia of San Pablo, Ca., 12/28; David Hayes of Benicia, Ca., 12/28; Neal Patterson of Elko, Nv., 12/14; Steve Sprouse of Salt Lake City, Ut., 12/27.

### JANUARY 93

Earl Allgood of Madera, Ca., 1/19; M. F. Armstrong of Sallisaw, Ok., 1/11; Paul Ashworth of Walnut Creek, Ca., 1/11; Frankie Baker of Lodi, Ca., 1/26; A. C. Bashnick of Modesto, Ca., 1/23; Rulon Black of Provo, Ut., 1/6; Hans R. Bolt of Arcata, Ca., 1/8; Gordon Bosley of Milner, Ga., 1/9; T. M. Boze of Marysville, Ca., 1/14; Chas W. Bray of Santa Clara, Ca., 1/4; Jack Brown of Vallejo, Ca., 1/25; Johnnie Brummund of Yuba City, Ca., 1/1; Vadlu Bunch of Manteca, Ca., 1/21; Lonzo Clevenger of Ada, Ok., 1/11; Walter Durkee of Half Moon Bay, Ca., 1/16; Tom L. Foster of Pittsburg, Ca., 1/19; Robert Harles of Oroville, Ca., 1/14; Wm. C. Krause of Knights Ln., Ca., 1/4; Wrex Lindsay of Mesquite, Nv., 1/16; Robert D. Mann of Gold Hill, Or., 1/2; Lafaele Matautia of Waipahu, Hi., 1/8; Cella McLaughlin of Valley Spring, Ca., 1/1; Mark Perusina of San Jose, Ca., 1/3; Delbert Slack of Oroville, Ca., 1/21; Paul Stauffer of Sequim, Wa., 1/18; Frank J. Tulloh of San Mateo, Ca., 1/24; A. M. Ventura of Kailua, Hi., 1/8; H. W. Ward of Provo, Ut., 1/7; Warren West of Benicia, Ca., 1/22; Alfred Jelf of Waipahu, Hi., 1/13.

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, 1620 S. Loop Rd., Alameda, CA 94501, ATTN: Swap Shop.\* Ads are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in Swap Shop.

\*All ads must include Member Registration Number. Social security numbers not accepted.

\*\* All ads should be no longer than 50 words in length. 3/31/91

# Swap Shop

FREE WANT ADS FOR ENGINEERS

**FOR SALE: Furniture** Governor Winthrop desk, oriental style mahogany & black lacquer, excell. \$500. Pecan french provincial bedroom set, chest, dresser w/mirror, night stand, headboard w/full mattress, good quality, excell. \$800. Lane cedar chest, antiques, \$400. Victorian style sofa, gold, excell. \$300. '73 Cutlass, hit rear, privable, for parts, 350 automatic etc. 81K, \$500. Call (707)448-4499 5-9pm. Reg.#1892380 12/92

## HONORARY MEMBERS

As approved at the Executive Board Meeting on December 20, 1992, the following retirees have 35 or more years of membership in the Local Union, as of December 1992, and have been determined to be eligible for Honorary Membership effective January 1, 1993.

Julius Anderson	0959436
Raymond Basquez	0915548
Andrew Belli	0950778
Ralph Carr	0805953
Iver Clausen	0955268
Gilbert Gillispie	0959419
Eddie Hendrickson	0745203
Adrian Hensen	0883755
Fred Hicks	0689502
Paul Holthouse	0833882
J. D. Humphrey	0955086
Warren Lackey	0959296
Robert Morgan	0754326
William Muller	0925042
W. L. Nations	0950711
Raymond Neely	0931066
Leonard Palmitier	0541024
Donald Robertson	0848307
Rulon Rudd	0959325
Guy Sawtelle	0909191
John Smith	0873293
Keith Timms	0928103
William Trost	0959345
Gus Vezaledenos	0959347
H. W. Ward	0826909
Aster Whitaker	0947205
Leonard Young	0939827
Robert Yturiaga	0848328

**FOR SALE/TRADE:** 6.09 acres. Located on Lake Ray Hubbard, east of Dallas in Rockwall Co., Texas. 20 min from Dallas. City water/sewage, park, school, hospital, boating, good fishing, nice brick homes in area. Good building site. Call Tom (510)634-2880 for more information. Reg.#0898233 1/93

**FOR SALE: City Lots** 2 adjoining located in beautiful Klamath Falls, Or. View of lake Ewana, 1/2 mi. to golfing, 3 golf courses near, 1 block to bus line/groceries, utilities at the street, home or mobilhome. \$14K or trade for motorhome of equal value. Additional lot available across street. Call (503)798-1073. Reg.#0728471 1/93

**FOR SALE: Mobile Home** '90 - 16'x70', 3bdm/2ba, attached 9'x35' covered & screened patio. Water softener, 10'x12' storage shed, lg. lot in park w/5 producing citrus trees w/large pool available. 3 miles to boat launch. \$37K. Call (602)764-3557. Reg.#0888970 1/93

**FOR SALE: Home** Beautiful victorian, 1 year old, 2,000 sq. ft. 3bdm/2-1/2 ba Fiddletown, Ca., w/2 car garage, possible 400 sq. ft. room over garage, 20 acres. Many upgrades, panoramic views, 900 sq. ft. covered proches, 200+ GMP well, possibility endless for horses or vineyard/tree farm, year round creek, 30 min Rancho Murietta, 45 min Sacramento, between Jackson/Placerville. \$260K. Call (510)797-4126 Reg.#1225541 1/93

**FOR SALE: '90 Ford** Pick-up 150 Tow package AC cruise control PS auto 4 speed, heavy duty coolant, shell, running boards, 18K orig. miles. \$12,950. Call (408)267-4001. Reg.#0708804 1/93

**FOR SALE: '82 Chevy** Suburban 4WD, 6.2 diesel, 4 speed auto. AM/FM cass, cruise control, AC, tinted windows, heavy duty tow package. Tool boxes set over rear wheels. Scottsdale package. Used but not abused. Fair to good cond. \$6,200 OBO. Call (209)293-4800 Reg.#1989873 1/93

**FOR SALE: '79 Ford** Diesel Backhoe, low hours runs good. Xtra tires/parts, repair manuals. \$6,995. Call (415)692-1932. Reg.#0865499 1/93

**FOR SALE: Modulars** 1, 3bdm/2ba, 1, 2bdm/2ba, and 1 2bdm/1ba and 2+ acres w/2 wells and 3 satellites in Leggett, Ca.. \$165K. Call (707)925-6440. Reg.#698482 1/93

**FOR SALE: '27 Harley JD** Parts, tanks & rear fender, also for sale, '63 Bel Air parts, complete front end hood fenders, grill, front & rear bumper, trunk lid, call (707)542-6305, Reg.#1551036 1/93

**FOR SALE: '88 Boston Whaler** 17' like new, Loran fish finder #2830, loaded w/xtras, 90 hp Johnson OB under 200 hrs., s/a galvanized trailer, a must see. Only \$10,500. Call (510)582-8741. Reg.#1359556 1/93

**FOR SALE: Contractors Model** De-

Walt, 16" radial Arw Saw-Trailer mounted, 110 or 220 voltage-brand new bearings-excell cond., will do compound miters-perfect for home building-very powerful \$2,500 Call (510)370-8789. Reg.#1504641 1/93

**FOR SALE: '87 Jeep** Wagoneer, fully loaded, \$11K, Ford 351 cleve V8 completely rebuilt for Jet boat \$2,500, 17' cheeta Jet boat w/trailer & Berkly pump \$1K. Call (916)378-2033 after 6pm. Reg.#1166644 1/93

**FOR SALE: Duplex** 2 years new, Lake Tahoe South Shore, immaculate in every way. Both units rented. Priced to sell at only \$109K. Call (510)846-5503. Reg.#0559769 1/93

**FOR SALE: Boat** 17-1/2' Glassparr model Sea Faire, sedan w/cabin. 75 HP evenurde motor & trailer. \$2,500. Call (209)745-2517. Reg.#0854101 2/93

**FOR SALE: Pups** Rottweiler, for Valentines day. Honey run Rotties, A.K.C. registered, Sire & Dam hav championship bloodlines. Dam- good disposition w/beautiful markings. Sire- over 140lbs. w/huge head. Pups breed for disposition and size, have desirable heads w/tails & claws removed. Also 2 zero cleadrance heatilots. One w/glass doors, one without. \$125 each, and Harvest gold color refrigerator for apt. or mobile, \$130. Call-Gordy (916)893-8089. Reg.#2137884 2/93

**FOR SALE: '86 Chevy** Suburban 454. Ex. cond., 3rd seat, all auto & power options. Tinted windows, tow package, 66K miles. \$10K. Call (408)336-2433. Reg.#2036566 2/93

**FOR SALE: Home** 2bdm/2ba, 3 car garage w/openers, huge master bedroom w/roman bath, fire place and wetbar, patio, auto sprinklers in front/back, boat/RV space. \$179,950 or trade for motorhome, backhoe, sportcar boat, pickup truck or smaller home. Make offer. Call (209)575-5001. Modesto, Ca. Reg.#1155490 2/93

**FOR TRADE: '57 Jeep** Cabover for a 12' camper, self contained, Jeep is in fair cond. considered and antique. Rebuilt transmission & transfer box. Also a 4 ton lift-bed trailer w/winch, 10 ply tires for trade for a 12' camper. Free-1-30 to 1 ratio gear box w/bull wheel. a 440 motor. Question as to whether it runs, yours, come get it. Call (602)662-4510, Reg.#0912031 2/93

**FOR SALE: Buriel plots** 2 choice at Benecia in the Abby of the Chimes, Vallejo, Ca. \$500 for both + closing costs. Write Mrs. Tony Levy - 1345 Georgetown Ave., Turlock, Ca. 95380. Reg.#0600835 2/93

**FOR SALE: Travel Trailer** Nomad Travel Trailer, 35' complete kitchen, carpets, bedroom, mini blinds, bathroom, a/c, self contained, \$5K OBO. Call (415)637-1453,

# Personal Notes....

**Fresno:** Our sincere sympathy goes to the families and friends of Jay Shaw, 11/26, Clarence Matlack, 12/14, Myrtle Hamby wife of Paul Hamby 11/14, Earl Allgood, 1/19/93, and Ernie Seward 1/27/93.

**Marysville:** The Marysville district office staff extends sincerest condolences to the families and friends of the following deceased members: Louis Wyman of Oroville, Johnnie Brummund of Yuba City, Robert Harles of Oroville, Marshall Condrey of Yuba City, Thomas Boze of Marysville, Delbert Slack of Oroville, William C. Krause of Knights Landing and Vaidu Ray Bunch of Manteca.

**Reno:** Congratulations to these members who have new additions to their families. Rita Riley Griffith in the Reno office became grandma to Makayla on 1/9/93, and Ray and Sandra Huarte became the proud parents of a baby boy born 12/6/92.

Our sympathy goes out to the families of these members, who recently passed away, Ralph Daniels 1/23/93 and Ronnie King 12/19/92.

**Sacramento:** Congratulations to James Hernandez on the birth of his granddaughter, Jenice Kathleen.

Our condolences to the families of the following deceased, Raymond Azevedo, Jesse Steward, Clifford Sheldon, George Royer, Fred Lacert, Thomad Darden, James Vail, Larry Juliot and Leroy Moore. Also to Terry Coffman on the death of his wife Patricia.

**Santa Rosa:** Our deepest condolences to the families of the following deceased, Melvin Babcock 12/19, Marcellus F. Bussman 12/5, and Roy McKibben 12/21.

And we wish to congratulate Joe and Joan Doris on the birth of their baby girl Ryan Margaret, 1/14.

message (415)549-2824. Reg.#1112914 2/93

**FOR SALE: '59 Edsel** 4 door sedan, all intact, runs, driveable, 41K miles, 390 eng. Make offer. James Howard, 4529 Lewis Ave. SP 24, Eureka, Ca. 95503. Reg.#0814786 2/93

**FOR SALE: Farm** Above the fog, Yuba County, remodeled 2 bdrm/1ba, on 6.92 acres. Double garage w/new door and opener. RV dump & parking, Pump-house/storage shed. Large barn, in ground sprinklers & fenced garden area. 10x10 cement slab w/electricity ready for spa. Close to fishing, \$140K. Call (916)692-1536-leave message of no answer. Reg.#2094719 2/93

**FOR SALE: '86 Motorhome** Suncrest, 19K mi., 36' tandem axle, 7.5 generator, washer/dryer, 3 airs/2 heaters, garbage compactor/disposal, 28' awning, 2 TVs, combo convection/microwave, too much to list, Immaculate. Paid \$90K, asking \$45K OBO. Also '79 Glastron bass boat, 17.3 ft.l, walk-thru window, 175HP Mercury outboard, power trim, 12-24 motorguide elec. motor, dept finder, xtra props, skis & beach equip., ride on trailer, easy load, excell. shape. Asking \$6,900. OBO. Call (408)633-5987. Reg.#1829131 2/93

**FOR SALE: Peterbilt** 75 C/O small cam 400 4x4 w/ Jakes, 3 axle flat bed w/ramps setup for backhoe, recent in-frame, new tires \$14,500. Concrete saw 8hp. Kihler Clipper runs great, new concrete blade. \$600. Call (408)238-7355. Reg.#1137643

**FOR SALE: Mobile home** 64'x24' Concord, Ca., 2bdm/2ba, livingroom/formal dining, kitchen, new oven-microwave, family room/kitchen-nook/wet bar, new carpets/linoleum/drapes, washer/dryer, central air/heat, closed in porch, new roof, 2 storage sheds, night security. Call (510)689-4932. Reg.#0921384 2/93

**FOR SALE: Motor home** '90 Cambria, 32' fully loaded, 8K mi., 454 fuel injected eng. beautifully decorated. Take over payments. \$52K OBO. Must see. Call (510)226-6429 after 6pm. Reg.#1273461 2/93

**FOR SALE: Boat** 55' Chris Craft twin 8V71 - 3bd/2ba, 1 shower, very sound, recent bottom job \$ zincs, this boat is well kept, beauty in and out. Many xtras. Call (415)873-3214. Reg.#924959 2/93

**FOR SALE: Home** 3bd/2ba, family room with woodstove, quiet neighborhood, nice landscape front and back, back with patio and deck. New paint in and out. Room for boat or trailer, extremely well maint. Priced to sell, wine country paradise Sonoma, Ca. \$200K Call (707)938-4881. Reg.#1571616 2/93

**FOR SALE: Mobil Home** Hillcrest, 12'x40', 1bdm, covered patio, storage shed, Ex. condition in small adult park in country, between Auburn-Newcastle, below snowline, 100mi. Reno, 30mi. Sacto. Available 4/15/93. \$10,500. Call (916)823-9658 or (916)823-2983. Reg.#0863743 2/93



# Local 3 keeps you covered

S.E.L.E.C. (Supporters of Engineers Local 3 Endorsed Candidates) is Local 3's political action committee for federal candidates. Acting in concert with the International's EPEC (Engineers Political Education Committee) fund, Local 3 contributes to U.S. congressional, senatorial, and presidential campaigns. The only means of raising money for this fund is through contributions received on the above merchandise and from raffles. Many advances in the labor movement have been made through politics, and your support of S.E.L.E.C. will help Local 3 continue to contribute to candidates who are friends of labor.

Last month the *Engineers News* listed S.E.L.E.C. items that were being cleared from the shelves to make room for new items. This month we have a chance to show you all of the jackets, sweatshirts, hats and tee shirts S.E.L.E.C. has available.

All T-shirts are pre-shrunk 100% cotton and the child's shirts all feature a five color image. The front row (L-R) shows the child's "Mom" T-shirt; the back of our adult orange pocket T-shirt; the child's "Backhoe" T-shirt; the orange 14-pocket vest, which has the same logo on back as the orange T-shirt; and the child's "Grandpa" T-shirt. Not shown is the child's "Dad" T-shirt printed with the same image as the "Mom" and "Grandpa" shirts.

We also have a 50/50 adult sweatshirt (far right, back row) featuring the five color dozer image.

Four new hats are available, each with a three-color stylized Local 3 logo embroidered on the front. Colors include neon yellow, neon green, neon pink and black. The neon hats have 100% cotton sheeting on the body and visor; the black hat has a 50/50 cotton twill front panel and visor with the back made of nylon mesh.

The clearance of the jackets with patches has left us with four jackets. Pictured in the back row (l-r) are the following jackets:

- Black poplin jacket featuring a polyester plaid-flannel red and black lining with full-front zipper, slash pockets and collar that snaps closed and a three-color stylized Local 3 logo embroidered on the front.

- Green hooded jacket and the black hooded jacket, each with a large Local 3 logo, in silver, on the back. These jackets have a nylon shell and lining with polyester batting fill, a full-front snap closure, zippered front insert and drawstring hood of soft heather grey fleece plus slash pockets with snap-closures.

- Green poplin jacket with a plaid lining, double-entry flap pockets with woodtone buttons, sculpted back yoke and a three-color stylized Local 3 logo embroidered on the front.

With this selection and prices members should be able to find something to fit them and their budget. These Local 3 items are available through S.E.L.E.C. and are a great way to increase the public's awareness of the Operating Engineers. Show your support of Local 3 and at the same time tell people that you are proud to be a union member.

Operating Engineers Local Union No. 3  
**S. E. L. E. C.**  
 (Supporter of Engineers Local 3 Endorsed Candidates)  
 1620 South Loop Road • Alameda, CA 94501 • (510) 748-7400

## ORDER FORM

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Date: \_\_\_\_\_

Select items you are ordering and where necessary indicate the STATE and/or STYLE by circling your choices. Example below shows how to indicate choices. ALLOW 2-3 WEEKS FOR DELIVERY. All orders are sent by UPS, please include street address.

Summer Baseball Cap	<u>CA</u> NV HI UT	\$6	ONE SIZE FITS ALL	<u>3</u>	/18.00
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ITEM	Unit Price	S	M	L	XL	XXL	Quantity	Total
Black Jacket w/ patch CA NV HI UT	\$32					CA Sold Out		
Silver Jacket w/ patch CA NV HI UT	\$32					CA Sold Out		
Black Poplin Jacket w/ stylized Local 3 logo	\$40							
Green Poplin Jacket w/ stylized Local 3 logo	\$40							
Black Hooded Jacket w/ Local 3 logo	\$40							
Green Hooded Jacket w/ Local 3 logo	\$40							
Green Jacket w/ patch CA NV HI UT	\$22							
Adult Local 3 Sweatshirt	\$15							
Orange 14 pocket Vest w/ Local 3 logo	\$15							
Adult Orange Pocket T-shirt w/ Local 3 logo	\$10							
Child's "Dad" T-shirt -- Dozer	\$8					Not Available		
Child's "Dad" T-shirt -- Backhoe	\$8					Not Available		
Child's "Grandpa" T-shirt -- Dozer	\$8					Not Available		
Child's "Mom" T-shirt -- Dozer	\$8					Not Available		
Green Summer Baseball Cap CA NV UT	\$6					ONE SIZE FITS ALL		
Green Winter Baseball Cap NV UT	\$6					ONE SIZE FITS ALL		
Black Summer Cap w/ stylized Local 3 logo	\$8					ONE SIZE FITS ALL		
Neon Green Cap w/ stylized Local 3 logo	\$8					ONE SIZE FITS ALL		
Neon Yellow Cap w/ stylized Local 3 logo	\$8					ONE SIZE FITS ALL		
Neon Pink Cap w/ stylized Local 3 logo	\$8					ONE SIZE FITS ALL		
Local 3 Patch CA NV HI UT	\$5							
Local 3 Lapel Pin Active Retired	\$3							

Make checks payable to:  
**S.E.L.E.C.**

Sub Total	
Shipping and Handling	\$3.00
<b>Total</b>	

Contributions to S.E.L.E.C. are NOT deductible as charitable contributions for income tax purposes.

Thank You for your support.