

Engineers News

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

JANUARY 1990

Crane Licensing bill put on legislative fast track

Local 3's efforts to enact a licensing law for crane operators received key support this month from San Francisco Mayor Art Agnos (right), and Assemblymen Tom Hayden (center) and John Burton. See page 3.





FOR THE
Good & Welfare

**By Tom Stapleton
Business Manager**

Henry David Thoreau once said: "It takes two to speak the truth – one to speak and the other to hear." In a world that seems to use truth as a last resort, it's getting harder and harder to find the second half of the equation – those who will listen

That's the way I feel about our effort to pass SCA 1, the constitutional amendment that would provide over \$18 billion in funds for California's highways and mass transit systems.

Surveys have shown time and again that the No. 1 irritant in the lives of California residents is traffic congestion. The problem is so bad that voters in many counties have approved 1/2-cent supplemental sales tax measures to fund local highway projects designed to ease congestion. The problem is, most counties are finding these funds aren't enough.

Our transportation system has fallen so far behind that it will take a major funding program to get us where we need to go. Last month the Department of Transportation announced it is completely out of money for highway projects until the new fiscal year begins in July 1990.

By that time construction of over \$600 million in highway projects – projects that are designed and ready to be built – will be delayed. That problem will be compounded next year and every year from now on if we don't come up with the money we need to pay for them.

That's where SCA 1 comes in. This initiative would alter the Gann spending limit that was voted in 10 years ago to allow an increase in the state gas tax to raise the money we need. Over the next 10 years it would generate \$18.5 billion to pay for new projects and to renovate and improve existing highways to relieve traffic congestion.

What I can't understand is that there are those – some within our own industry – who are saying they don't want to add five cents next year onto their gas tax to fund this program.

I can't believe this line of thinking! Yes, it will cost us a few more bucks out of our pockets, but we're the ones who benefit directly from the 20 million people in this state who will also be paying.

And here's the bald faced truth that some people don't want to hear: If this initiative doesn't pass, thousands of our jobs will dry up and blow away. The state highway program has been the keystone of our industry for the past three decades. It not only provides thousands of jobs directly, but it enables billions of dollars in residential and commercial development to happen.

Another cold, hard truth is that there are no other alternatives. SCA 1 is the only game in town that has received the support of the governor, the legislature and a coalition of business and labor. We had a hell of a time putting something together that all concerned parties could live with. If we don't get this initiative passed, there is no Plan B.

We're going to do everything within our power as a union to promote this critical referendum. It's not going to be an easy fight. It's your future that's on the line and we're going to need your help. That's the truth. I hope our members are willing to hear it.

"It takes two to speak the truth – one to speak and the other to hear."



Jack Baugh sworn in as Vice President

At the December Executive Board Meeting, Local 3 President Don Doser issued the Oath of Office to new Vice President Jack Baugh (left), who fills the vacancy left open by the retirement of Bob Skidgel. Also sworn in were Darell Steele and Jerry Bennett as Auditors. Steele is District Representative of Marysville and Bennett is Director of Organizing. They are filling vacancies left by Jack Baugh and Utah District Representative Don Strate. Strate was sworn in as a Trustee at the January Executive Board Meeting to fill the vacancy left by the retirement of Chuck

Smith.

Baugh, whose assignment as Vice President will be to oversee the union's political and public relations programs, served as director of the Public Employee Division since 1982 before receiving his new assignment.

He was also Chief of the Criminal Division of the Alameda Sheriffs Department and has been a Sacramento lobbyist for state peace officers organizations. He has a Bachelor of Science degree in Business Administration at the University of San Francisco and is a native of Oakland.

Earthquake repair saps already stretched funds

State transportation gets hit while it's down

Like a swift kick in the kneecap to someone already flat on their back, the October earthquake has dealt a serious blow to California's transportation system.

Earthquake demolition and repair work has soaked up scarce transportation monies, prompting the California Department of Transportation to announce in December that cash shortages would halt at least \$600 million in highway projects until next July. Further delays in new construction are likely as the state tries to figure out how to pay for earthquake safety improvements to all of California's elevated highways.

You hardly need a crystal ball to see the consequences of California's constipated transportation budget: thickening congestion, longer delays, deteriorating air quality and more lost work time.

At the heart of the problem is a gas tax which, at nine cents per gallon, buys less in 1990 than the original two-cent gas tax bought when it was first instituted in 1923. A lot has changed since 1923. California has grown tremendously, has developed one of the world's most powerful economies, has rocketed into the space age. But somehow the state's gas tax got stuck in the horse and buggy days.

While state officials face the unhappy chore of deciding which transportation projects to strangle, a coalition of labor, business and political leaders has fashioned a plan for breathing new life into

(Continued on page 17)

Engineers News



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- Jack Baugh** Vice President
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Crane license bill put on fast track

By James Earp
Managing Editor

The tragic crane accident in San Francisco that took the lives of five workers has done what two years of legislative effort by Local 3 could not do — get legislators to act seriously on a bill that would require licensing of crane operators in California.

On January 10, Senate Bill 478 was passed unanimously through the Senate Industrial Relations Committee under the leadership of its chairman, Sena-

tor Bill Greene, who vowed that he would not "permit anyone to play with this bill."

"We're serious," Senator Greene declared. "I'm not interested in

anything frivolous concerning this bill. I promise you, never, ever will this bill be treated lightly."

Local 3 Business Manager Tom Stapleton, who led a delegation of supporters to the Capitol to testify in support of the legislation, pointed out that the Jan. 10 hearing was the result of quick

action on the part of the union and key legislators who saw the need for tighter safety regulations for cranes used in the construction industry.

"The day after the crane accident, we held a meeting of the officers and key department heads to forge a plan for getting crane licensing passed in California," Stapleton said. "This was not a new issue with us. We had tried consistently for two years to get such a bill passed with no success. But some times good can come of tragedy, and we felt this

was one of those times."

Enlisting the support of key San Francisco legislators, Mayor Art Agnos, Senator Milton Marks and Assemblyman

John Burton, Local 3 was able to expedite the bill by resubmitting an older bill that had been introduced last year, but had never made it through committee.

Companion legislation in the Assembly is being introduced by Assemblymen Tom Hayden and John Burton are sponsoring companion legislation in the Assem-

bly.

The bill would establish a program within Cal-OSHA for licensing crane operators. The program would be administered by a three-member Crane Licensing Board, charged with the responsibility to develop and administer a testing procedure for a crane license.

Under the bill, five classifications of cranes would come under a licensing requirement. Class 1 would be tower, gantry and portal cranes, Class 2 would be hydraulic cranes rated under 100 tons, Class 3 would be large hydraulic cranes, Class 4 would contain derricks and Class 5 would contain various mobile



"I will not permit anyone to play with this bill," Senator Bill Greene told members of the Industrial Relations Committee.

cranes and derricks.

Licenses would be issued for a three-year period and would be renewable at the expiration date. The board would be empowered to investigate complaints of misconduct by a crane operator and to suspend or permanently revoke the license of any operator who is guilty of gross negligence, deliberate disregard for Cal-OSHA safety regulations or failure to produce a license upon inspection of the worksite by Cal-OSHA.

Mayor Art Agnos, who appeared before the committee at the request of Local 3, spoke convincingly of the need for a licensing program.

"We had on Nov. 28 a major tragedy in our city," Agnos said, referring to the crane collapse which took the lives of four construction workers and a school bus driver. "You can expect after that kind of tragedy, all of us — policy makers, public officials, bureaucrats — jumped right into it to see what went wrong and insure something like this doesn't happen again."

Agnos was critical of the ap-
(Continued on page 17)

Crane operator suffered no impairment

Cal-OSHA investigation continues on cause of accident

Although Cal-OSHA has yet to issue a final report on the cause of the Nov. 28 crane accident in San Francisco that killed five people, they have ruled out the theory that crane operator Lonny Boggess, who died in the accident, was impaired by drugs or alcohol.

According to Hamilton Fairburn, chief Cal-OSHA investigator on the case, Boggess was an experienced operator who had a reputation for caution, and there is no evidence that he was mentally impaired. Early newspaper reports had speculated that personal problems and alleged drug and alcohol abuse had been the possible cause of the accident.

Boggess was a member of IUOE Local 612 in Tacoma, WA and was working at the San Francisco site at the request of the Erection Company, a subcontractor on the job.

According to Fairburn, witnesses say the operator was out of his seat, possibly trying to run the crane from a separate switch box just before the collapse. For some reason, the operation went awry and started a sequence of events that caused the crane's 64-ton counterweight to knock a steel section into the crane tower, buckling it and sending the crane tumbling 16 stories into California and Kearny streets.

An article published in the San

Francisco Chronicle reports that two people who were watching the crane from a nearby building shortly after 8 a.m. saw its long boom suddenly begin swinging. They were shocked when the crane's unoccupied cab came into view.

A moment later, the panic-stricken operator appeared at the rail of the crane near the electrical housing. Investigators are not sure why the 160-foot long boom turned, apparently under power, when the operator was not at his seat in the cab.

Investigators theorize that Boggess may have tried to swivel the crane by, in effect, hot-wiring

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SCA-1 on ballot in June

Transportation bill leads union's agenda for 1990

PASSAGE OF SCA-1, THE transportation initiative that would provide over \$18 billion in projects to relieve traffic congestion, is essential to maintaining work for our members. That is the message Local 3 Business Manager Tom Stapleton gave at the Semi-annual meeting on Jan. 6.

The meeting was just shy of a quorum, due to the San Francisco 49er playoff game which was being played at the same time. Therefore, normal union business was dispensed with, except for the business manager's report.

Stapleton explained that SCA-1 would create a lot of work for our members over the next ten years. The bill would install a gas tax that would generate approximately \$18.5 billion for highway work and transportation in Northern California. Stapleton called the passage of SCA-1 an absolute necessity for all aspects of construction.

"If this bill doesn't pass, by mid-year 1990 you're going to see the construction industry just about come to a halt in Northern California," he stressed. "We're going to be bottlenecked, and you're not going to see [new building] permits."

Stapleton called the \$50,000

Local 3 contributed towards the passage of SCA-1 the "best bucks we ever spent in our life." He said we're going to need to contribute more because the bill is facing strong opposition.

"We have to get folks registered, and we've got to get them to vote. And that's not just you individually, but that's your neighbor, the people on the jobsite and everyone out there. This is an absolute necessity. I'm going to ask you for donations; it's your union, your jobs."

Dues increase needed

There are other important goals we must achieve this year, Stapleton said. Despite successful organizing and a 2,163 gain in membership since 1983, we need an increase in dues if the union is to remain strong. Since 1982 the members wage package has risen 33 percent, the cost of living has gone up 32 percent and dues has only increased 21 percent, he observed.

Stapleton thanked members who have contributed to the 20 cents an hour "Union Yes" program. However, "They can't keep carrying it alone," he said. "I know I've had members come up to me and say, 'Do you need more?' and gladly give more, but it's not right because all the members benefit." Stapleton

"If this bill [SCA-1] doesn't pass, by mid-year 1990 you're going to see the construction industry just about come to a halt in Northern California."

-T. J. Stapleton



noted that without the contributions from these members the union's highly successful radio and television commercials would not be possible. "Operating Engineers" should become a household word, and the public must be aware of us.

"We must have city councilmen, supervisors and whoever is in charge of work think of us. We want it so when they think of you, they think of the best."

Stapleton pointed out that the union has successfully implemented other marketing strategies. He said that in 1983 and 1984 when other crafts were taking cuts in their wages to help employers, Local 3 gave the fair union contractors confidence they could survive. The union worked with them to obtain project agreements that did not decrease wages.

He pointed to the success of the Foundation for Fair Contracting, which, since its start, has turned \$85 million in non-union projects into union work by contractor default and bid protesting. The FFC has had questionable contractors fined \$3.7 million in wage violations and penalties and caused a number of them to go bankrupt or move out of state.

"Even in good times we must keep the pressure on the non-union," Stapleton warned. If we don't keep a handle on the non-union, they will inch themselves along. "In this day and age, you're little today and you're big tomorrow," he observed. "That wasn't so 10 years ago. You have to help in this respect, we have to keep our program of educating the people."

In the coming round of district meetings, the officers will seek input from the members on how they want their dues to be spent.

Medical costs

In the area of medical costs, Stapleton said that there seems to be no solution to controlling the cost of Health & Welfare. Experts say medical costs will increase about 22 percent this year and continue to rise in the future. He encouraged members to help contain the cost of Health & Welfare by not going to expensive outpatient clinics for colds and common illnesses.

Stapleton said the union will continue to upgrade the skills of its members by offering classes in the latest fields that will benefit the skills of our journeymen at the Rancho Murieta Training Center. "We're going to keep the pressure on the non-union as long as I'm around here," he concluded. "But you have to help in this respect. We have to continue to be the best. It's the key to our survival."

Hanley assumes leadership of IUOE



Frank Hanley succeeds Larry Dugan Jr. as president of Operating Engineers.

Frank Hanley was elected president of the Operating Engineers by the IUOE executive board. He succeeds Larry Dugan Jr., who is retiring for health reasons.

Hanley, who has served as secretary-treasurer for the past 10 years, will fill the 5-year unexpired term that runs until April 1993.

The board also elected Vice President N. Budd Coutts to fill Hanley's term as secretary-treasurer. Hanley and Coutts will assume their new duties Feb. 1.

Dugan, a member of the AFL-CIO Executive Council since 1985, has headed the IUOE for four-and-a-half years. Earlier, he was an IUOE vice president and assistant to the president.

Hanley, an IUOE member for 42 years, comes out of Local 15 in New York. He joined the international staff in 1958 and served as an assistant to three IUOE presidents. Hanley, 59, is a graduate of Notre Dame University and Harvard University's trade union program.

Coutts, 53, is the union's Canadian director and has been a vice president since 1978. A 32-year member of the IUOE, he served as business manager of Local 955 in Edmonton for 12 years.

The IUOE board also elected two new vice presidents: Fred Dereschuck, 60, business agent of Local 49 in Minneapolis, and William Dugan, 56, business manager of Local 150 in Chicago.



An instructor for the Operating Engineers Joint Apprenticeship Program instructs an apprentice at the Rancho Murieta Training Center. New training programs by the open shop threaten to weaken the living standards of union craftworkers and to undermine the quality of America's workforce.

Who will train the construction workers of tomorrow?

Projected labor shortages prompt the open shop to try its hand at training, with troubling implications for union craftworkers and the future quality of America's workforce.

(First in a two-part series)

By Eric Wolfe
Assistant Editor

A looming shortage of skilled workers poses serious challenges to the nation's construction industry and to building trades unions in the 1990s.

Until recently the well-documented crisis in American education has largely by-passed the construction industry, where joint apprenticeship programs have traditionally provided a reliable source of skilled craft workers. But as the World War II baby boom goes bust in the 1990s, the construction industry will join other American industries in the scramble for skilled workers in a shrinking labor market.

While labor shortages could provide unions a better environment for organizing and help union contractors gain a greater share of the construction market, shortages are also stirring the open shop to action. The open shop empire of the 1970s and 1980s was made possible by readily available labor, often pirated from the union sector. As labor surpluses turn to shortages, the open shop is laying plans to fill the gap with an army of non-union workers with only marginal training.

If the open shop succeeds, union construction workers will witness a further loss of union jobs. It would also mean a proba-

ble decline in the standard of living for all construction workers, and for the nation it would mean the erosion of an educational institution—union-based apprenticeship training—that has served America well.

The open shop clearly believes it has a problem with labor supply.

O.R. Miller, chairman of the Business Roundtable's manpower committee, calls shortages of skilled labor "perhaps the most serious problem facing the construction industry in the 1990s."

Robert Leary, chairman of the Associated General Contractors' open shop committee, reports that non-union builders throughout most of the country already have trouble finding skilled workers.

Robert L. Turner, national president of the Associated Builders and Contractors (ABC),

says "the stark fact is there are not enough skilled workers to meet the level of demand in the construction industry."

The open shop's strategy for dealing with the labor shortage centers around "Wheels of Learning"—a curriculum for teaching craft skills to non-union workers. With ABC support, open shop training centers have sprouted up around the country, including three in the San Francisco Bay Area sponsored by the ABC's Golden Gate Chapter. If union apprenticeship programs cannot supply the workers of tomorrow, ABC intends to step into the breach.

Non-union training programs have focused initially on crafts that are cheap to teach, like electrical, plumbing, sheet metal and masonry. But all union members—including union operating engineers—have reason to be

looking over their shoulders.

A non-union outfit called Superior Training Services, for example, beginning in the 1970s, offered courses in operating heavy equipment and truck driving in numerous states, including California. Superior was eventually slapped with federal fraud charges for, among other things, exaggerating the success of its graduates in finding work. But that is not likely to be the end of efforts to train operators for the open shop.

According to Fred Powers, ABC's national director of education, there is growing interest in developing a "Wheels of Learning" curriculum for heavy and highway work. Powers said in a recent interview with *Engineers News* that open shop contractors competing for highway projects "want a program on how to run a crane, how to run one of these scrapers, that type of thing."

Who's behind the growing push for open shop training?

Although ABC has served as head cheerleader for the effort, the Business Roundtable played a pivotal role in pulling together 30 construction associations last spring to examine the manpower problem. The Roundtable, unionists may recall, is that same collection of corporate heavyweights who put their heads together in 1969 and gave birth to the open

According to the national director of education for the anti-union Associated Builders and Contractors, there is growing interest among ABC contractors for developing an open shop training curriculum for heavy and highway work.

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YOUR CREDIT UNION

ATM network adds 'CIRRUS'



Bill Markus

This January, credit union members with OE ATM cards can access their OE checking accounts at any machines displaying the STAR, EX-

CHANGE or CIRRUS logos.

CIRRUS greatly increases the number of ATM machines available for members since CIRRUS is nationwide.

If you would like to take advantage of the conveniences of having an OE checking account and ATM card, call any of our branch offices.

Loan rates lowered on new and used vehicle loans.

In November 1989 the credit union dropped its interest rates on new and used vehicles by a quarter of a percent. Our rates on new vehicles range from 9.25 percent to 11.25 percent and if you "buy American" you get an additional quarter of a percent discount. On used vehicles the rates range from 10.75 percent to 12.25 percent.

There is no better time than now to take advantage of these new lower rates whether you're shopping for a new car or truck, or considering refinancing.

A Local 3 Credit Union Visa—exclusively for Local 3 Credit Union members

If you haven't applied for your Local 3 credit union VISA, now's a good time to do so. With a Local 3 credit union VISA you can consolidate and payoff all those other credit card balances that are charging you 18 to 21 percent.

Our VISA card offers you:

- A low fixed interest rate of 11.5 percent APR.
- Annual fee of only \$12.
- Overdraft Protection for your OE checking account.
- 25-day grace period on purchases.
- ATM access at any machine displaying the VISA logo.

And most of all, with a Local 3 credit union VISA you can expect to receive the service you deserve from your credit union.

FROM THE DESK OF THE PRESIDENT

By Don Doser, President



I would like to wish all the members and their families a happy and prosperous new year. For most of the members, 1989 was a good year. Looking at the upcoming years, we can have the

best ten years of work in the history of California specifically, in the public works area. But some things have to happen. We have a California highway bill (SCA-1) which is on the ballot in June.

Work in the coming years is at stake, depending on the outcome of this vote. The governor, the legislators, and most unions and businesses support SCA-1; now it's up to the voters. SCA-1 will generate \$18.5 billion to be spent on highways in California.

With the federal government matching funds, the \$18.5 billion over ten years will grow extensively. Local 3 members need the highway work—so let's all get registered to vote. Talk to your friends and acquaintances. Get them all to the polls in June. At this time Caltrans has called a halt on new jobs because of

shortage of funding. Without SCA-1, the situation will get worse.

SCA-1 calls for a gas tax increase over the ten year period so we know we will have a lot of opposition to it.

That means, it will take more from all of us to get SCA-1 passed.

We just finished up the contracts for the Peterson Tractor Stores in Redding, Chico and Eureka. We fared well, in my opinion. We got a 7.1 percent total package the first year with over 5 percent in the second and third years.

TEACHING TECHS

By Art McArdle, Administrator

1990—the last decade until the millennium. The NCSJAC is planning a graduation for the graduates of the last 10 years Sunday, March 18.

We'll make every attempt to send invitations to every graduate of that time period. However, if you don't receive a notice by Feb. 1 and you graduated between 1979-1990, please contact the NCSJAC Administration Office at 415/635-3255.

We are also planning several hands-on Saturday meetings in 1990. This will give our apprentices a chance to show their stuff and our journey people to watch, teach and learn from the hands-on training.

Nov. 5, our Administrative Assistant, Joanie Thornton, and two of our female apprentices, Inez Kennedy and Shorna Murphy, attended the first annual Celebrate Women in the Trades. The celebration was sponsored by several different recruiting organizations to honor women trainees in the building trades.

Approximately 300 people attended representing various construction trades, organizations, journey-level and trainee-level tradeswomen, family and friends. It was a great show of comradery and achievement for all tradeswomen in attendance.

Our Redding class is going well. I wish all apprentices would look at these gals and guys. They work all over the state during the week. When they get home on the weekend they give their Saturday mornings to their apprentice class. Thank you and keep up the good work.

At Floyd Harley's Wednesday night class in Oakland, journey



In attendance at Celebrate Women in the Trades were apprentices Inez Kennedy (left) and Shorna Murphy (right).

level apprentices Karin Shahid and Dave Casey are working on Ted Kerber's programs which are used in periods five and six. Anyone interested in joining in on their workshop should contact the NCSJAC office.

We now have some math help for those needing some extra assistance on the math portion of the curricula. Please ask your instructor or call the NCSJAC office.

We've been informed by the Hayward Unified School District that an 8-hour Red Cross Standard First Aid course will be offered Feb. 3, with instructor Pat Lothian, in the Hayward area.

This would be a good opportunity for apprentices living in this

area to obtain or renew the 3-year certificate. If you would like further info regarding the course, contact Pat at 415-489-7032 or 784-4140.

The work load for 1990 will continue as in 1989 if interest rates hold and inflation is kept in tow. We should have another outstanding construction year.

Your union encourages you—and your employer will compensate you for—the extra efforts you put forth to better educate yourself through the apprentice and journey level upgrade programs. Let's keep the survey industry standards high and continue to work towards graduation for the Northern California Surveyors apprenticeship program.

FRINGE BENEFIT FORUM

By Don Jones, Fringe Benefit Director

**Income tax information for retirees**

1989 year-end summaries (W-2P form for pension payments, 1099-R form for lump-sum annuity payments), including the detail of any federal

and/or state income tax withholding you may have authorized, will be mailed to you by the end of January 1990.

A special note for W-2P recipients: you will be receiving two W-2P's. One will reflect benefits paid to you from New York Life for the period January 1989 through August 1989. The other will reflect benefits paid to you from the Trust Fund Office for the period September 1989 through December 1989.

If you note any discrepancies with your personal work records,

contact the Trust Fund Office or the Fringe Benefit Center.

Retiree medical plan reminder

If you're 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 Office, be sure to attach a copy of the Medicare Explanation of Benefits.

Unless the Trust Fund Office receives a copy of the Medicare Explanation of Benefits with your claim form, your claim cannot be processed.

Sending a properly completed claim form along with a copy of the Medicare Explanation of Benefits will insure prompt and accurate processing of your claim.

Cost containment initiatives

Your continued cooperation in the use of Contract Hospitals and Utilization Review as well as the use of generic prescription drugs whenever your doctor advises

that it is okay is much appreciated. And what you're really doing by using these cost containment measures is saving money not only for the Trust Funds but also for yourselves.

Be sure to contact the Fringe Benefit Center if you have any questions about how the provisions work, or if you need to know the name of the Contract Hospital in your area.

Retiree Association meetings

Retirees take note—the current round of Retiree Association meetings is in full swing. Come on out to the meeting in your area and get together with some of those friends you haven't seen for awhile.

Of course, there will be the usual coffee and low-calorie donuts for all. So come on out and keep up with all the latest goings-on of the union and the benefit plans.

Check the schedule on page 18. We'll see you there.

WITH SAFETY IN MIND



Classes have started again for the required 40-hour hazardous waste training.

Recent classes were conducted in Sacramento and Oakland.

Classes for the required annual recertification

have been conducted in Redding, Sacramento and Fresno. Classes for other districts requiring this training will be held in the very near future.

Dave Young and Bill Schneider, instructors from the Sacramento district, have been doing a tremendous job with the classes.

Hazardous waste sites pose a multitude of health and safety concerns, any one of which could result in serious injury. These hazards are a function of the nature of the site, as well as a consequence of the work being performed.

Adequate planning is the first and the most critical element of hazardous waste site activities. By anticipating and taking steps to prevent potential hazards to health and safety, work at a waste site can proceed with minimum risk to workers and the public.

Anyone who enters a hazardous waste site must recognize and understand the potential hazards to health and safety associated with the cleanup of that site.

By Jack Short, Safety Director

Operators actively involved in cleanup must be thoroughly familiar with programs and procedures and must be trained to work safely at hazardous waste sites.



Participating in the Oakland Hazmat class during Dec. 1989, were (standing, from left): instructor Bill Schneider, Bill Stevens, Instructor Don Incardona, John Kienast, F. "Ted" Jones Jr., Rick Stagner, Director of Safety Jack Short, Mike Feuillard, Philip Redd and Bob Marshall (Ow/Opr); (Knealing, from left) Bob Clark, Jose DeLara, Artis J. Baker, John Rogers, Servando Miramontes, Marvin L. Lee, and Frank Guillory. Not pictured: Instructor Brian Bishop.

**ADDICTION RECOVERY PROGRAM**

880/562-2773

Outside California

800/562-3277

Northern California

Cocaine lies.

After nearly a decade of being America's glamour drug, researchers are starting to uncover the truth about cocaine. It's emerging as a very dangerous substance.

No one thinks the things described here will ever happen to them. But you can never be certain. Whenever and however you use cocaine, you're playing Russian roulette.

You can't get addicted to cocaine.

Cocaine was once thought to be non-addictive, because users don't have the severe physical withdrawal symptoms of heroin—delirium, muscle-cramps, and convulsions.

However, cocaine is intensely addicting *psychologically*.

In animal studies, monkeys with unlimited access to cocaine self-administer until they die. One monkey pressed a bar 12,800 times to obtain a single dose of cocaine. Rhesus monkeys won't smoke tobacco or marijuana, but 100 percent will smoke cocaine, preferring it to sex and to food—even when starving.

Like monkey, like man.

If you take cocaine, you run a 10% chance of addiction. The risk is higher the younger you are, and may be as high as 50 percent for those who smoke cocaine. (Some crack users say they felt addicted from the *first time* they smoked.)

When you're addicted, all you think about is getting and using cocaine. Family, friends, job, home, possessions, and health become unimportant.

Because cocaine is expensive, you end up doing what all addicts do. You steal, cheat, lie, deal, sell anything, including yourself. All the while you risk imprisonment. Because, never forget, cocaine is illegal.

There's no way to tell who'll become addicted. But one thing is certain.

No one who is an addict set out to become one.

C'mon, just once can't hurt.

Cocaine hits your heart be-

(Continued on page 20)



UFW Vice President Dolores Huerta promotes grape boycott during San Francisco rally.

Farm Workers press Safeway boycott

The United Farm Workers union promoted its boycott of California table grapes—and Safeway stores—during a boisterous December rally in downtown San Francisco.

Speakers included UFW President Cesar Chavez and Vice President Dolores Huerta, who called for a boycott of the 888-store Safeway chain to pressure the stores to stop carrying grapes and to force growers to stop using cancer-causing pesticides. Sprayed on grapes, the pesticides have caused cancer clusters among farmworkers and their children. The latest cancer cluster found, in Ear-

limart, Cal., revealed a cancer rate in children that is 1200 percent above normal.

The UFW chose Safeway as a target because the store is the largest seller of grapes in Northern California.

The union is also demanding that the table grape industry allow farm workers the right of secret ballot union representation elections, free of coercion, intimidation and violence.

Chavez said the union has gathered 90,000 signatures in support of the Safeway boycott since it was launched in September.

Injuries up in 1988

Approximately 649,600 persons were injured at construction industry jobsites during 1988, according to the Bureau of Labor Statistics. That compares to 631,200 injuries in 1987.

The number of work-related illnesses reported for the construction industry declined from approximately 7,000 in 1987 to approximately 6,900 in 1988.

The jobsite injury rate remained relatively constant at 14.6 per 100 during 1988 compared to 14.7 per 100 in 1987.

There were 6.4 million occupational injuries and illnesses reported in 1988 in the general economy, 300,000 more than in 1987, and 700,000 more than in 1986, BLS said. BLS also reported that 1988 saw an increase in the accident and injury rate—8.6 per 100 full-time workers in 1988, compared to 8.3 per 100 workers in 1987, and 7.9 per 100 workers in 1986.

Work-related fatalities reported in 1988 actually decreased from levels in previous years. BLS reported 3,300 work-related fatalities in private sector establishments with 11 or more employees, compared to 3,400 in 1987 and 3,610 in 1986. However, BLS said that number "seriously understates the work-related fatalities for the year" because fatalities are difficult to measure through an employer survey.

BLS said that although the 1988 rate for injuries and illnesses was higher than in recent years, the increase does not "solely reflect changing workplace safety and health conditions" but also reflects the bureau's effort to improve employer understanding of recordkeeping requirements under the Occupational Safety and Health Administration's program of monitoring employer records.

Scholarship Contest Rules Announced for 1990

General rules & instructions for Local 3 College Scholarship Awards 1989-1990 school year

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

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

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

Who may apply:

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

Sons and daughters of deceased members of Local 3 are eligible to apply for the scholarships. The parent of the applicant must have been a member of Local 3 for at 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 1989), or (2) the spring semester (beginning in 1990), 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, 1990 and March 1, 1990.

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 composed entirely of professional educators.

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

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

Instructions:

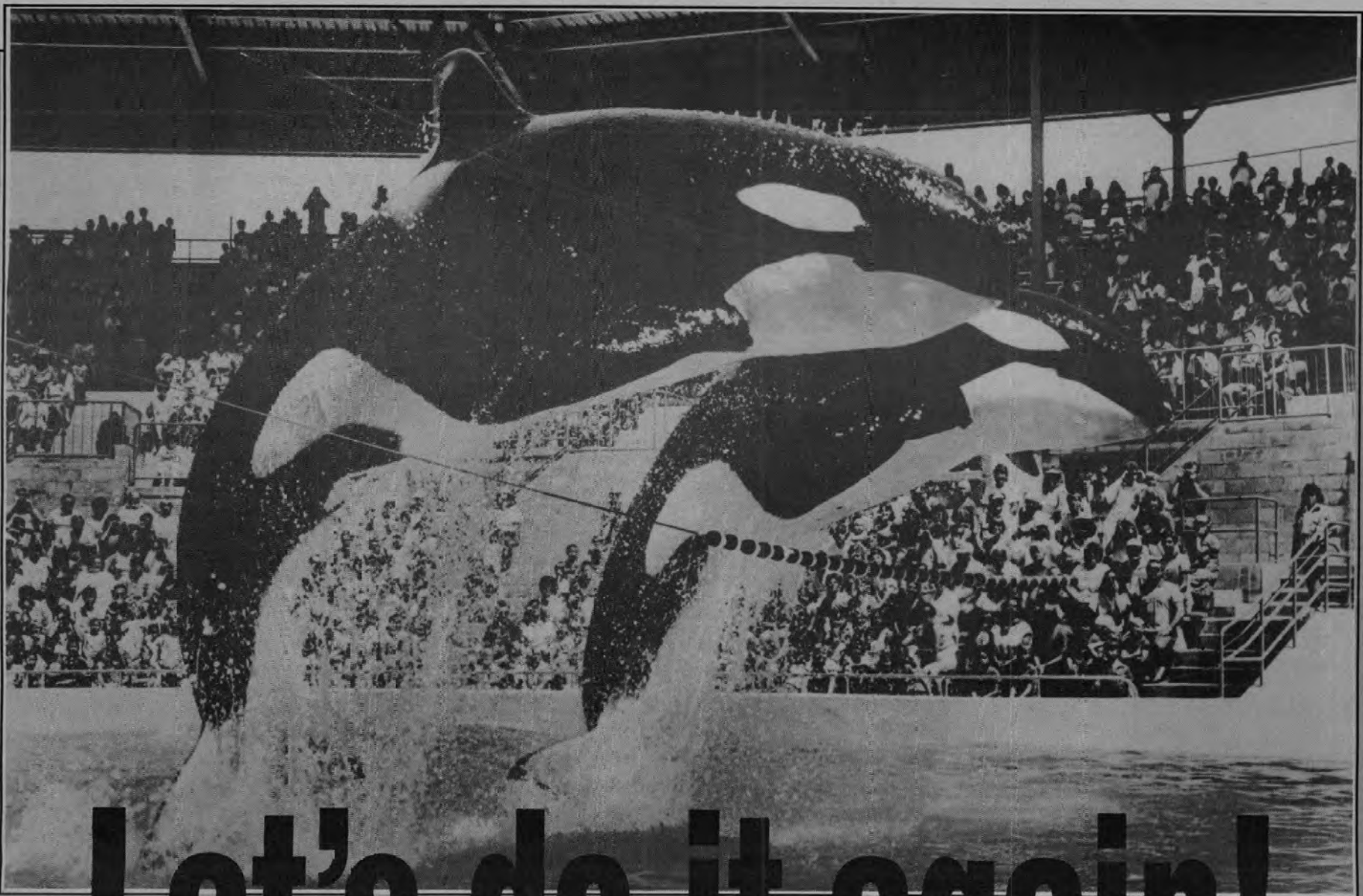
All of the following items must be received by March 1, 1990.

1. **The application**—to be filled out and returned by the applicant.
2. **Report on applicant and transcript**—to be filled out by the high school principal or person he designates and returned directly to Local 3 by the officer completing it.
3. **Letters of recommendation**—every applicant should submit one 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
474 Valencia Street
San Francisco, CA 94103

or to: College Scholarship at the address shown above.



Let's do it again!

OK, here's the deal. Everyone had so much fun at our 50th Anniversary Celebration at Marine World last year that we are getting requests to do it again. So, we talked to Marine World and said, "Hey, we'd like to do another picnic, but we want to do a couple of things differently. To begin with, you guys ran out of room last year and we had to put on a second picnic for everyone that got left out of the July event. We don't want to do that again. We want to have one big party for everyone that wants to come. And another thing, we don't want to have it when 15,000 other people will be there. Oh, by the way, can you give us a good deal on it?"

They took a deep breath, put their heads together, and here's what they came up with.

Saturday, April 14 - a full day of fun, food and frolic. We get all the shows - killer whales and dolphins, tigers and lions, chimpanzees, birds, pretty girls on skis and sea lions. The works!

We get the picnic area

just for us with all the food and drink - same as last year (except no chicken this time). If you'll recall, it was an all-you-can-eat picnic of jumbo hotdogs, baked beans, three kinds of salad, rolls, ice cream and all the beer and soft drinks you want. Door prizes, clowns and face painters for the kids, plenty of music and entertainment. Park personnel will bring animals through the picnic area for that "up close and personal" experience. Old fashioned games and activities for the kids. It's all going to be there.

This entire extravaganza is yours for only \$12 per adult and \$9 per child. You can't beat that price for a day like this. This deal is for Local 3 members and their families only. Sales will be limited to 8,000, which is the maximum capacity of the picnic area. So mark your calendar. Enjoy the day with other

Local 3 members and their families. It's going to be great!

Look for next month's Engineers News or get a flier beginning February from your business agent.

Marine World Africa USA

Saturday, April 14 - Be There!



Jim LaCert, left, has been an operator for 34 years. Bob Stutters, above, commands a great view as crusher plant operator. Standing below are Steve Castle (left) and Jack Whitson. Not pictured: batch plant operator Frank Mosher.

At Granite Co- Hardv

By Eric Wolfe
Assistant Editor

PLANT SUPERINTENDENT Bob Bunting doesn't search for workers. His crew at the Granite Bradshaw Pit. Several come right. "Dependable. Hard genetic."

An operator has to when working for the opened as a state-of- and concrete plant in 1987. This year the has processed between lion tons, the hot pla 400,000 tons and the



The lab crew (immediate right) is, from left, Gene Griffen, Steve Wilson (management), Robert Schmidt and Tim Mellow. Not pictured: Pete Gambatese and Dave Keear. Second photo right features, from left, Foreman Jim Hanner, Wayne Witcher, and Business Rep. Frank Herrera. Third photo right, Robert Stutters (left) and Jim Lucas.



Construction's Bradshaw plant:

Working crew boosts production

INDEPENDENT BRUCE
 It have to
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 e concrete plant

has turned out close to 300,000 yards. That output has been accomplished by running two full shifts during the heart of the construction season, as well as a graveyard repair crew consisting of Johnny Miller, David Byrd and apprentice Kenny Mendoza.

Jim Hanner, day shift foreman, says advanced computer technology contributes to the plant's efficiency. Loading a truck with concrete, for example, has been turned into a one-stop affair by automation. "When the trucks pull on [to one of the plant's two large scales] we load 'em and we weigh 'em and give them their ticket," Hanner said. "In and out, just

like that."

As crusher operator, Bob Stutters has a bird's-eye view of the whole show. While a computer oversees virtually the entire crushing operation, Stutters oversees the computer.

It's a far cry from the technology that was around when Stutters first became an operator 25 years ago.

"They say my job isn't really necessary because the plant takes care of itself," Stutters jokes.

But modern technology, no matter how flashy, doesn't make for an efficient operation. It takes people working together to do that.

"Everybody seems to get along well," said Bunting, who credits his operators with having "a lot of experience and a real good attitude."

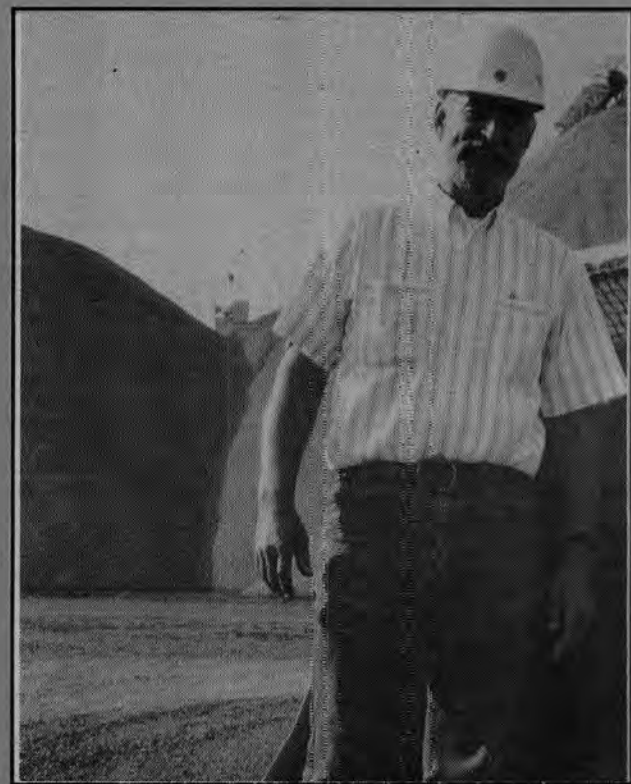
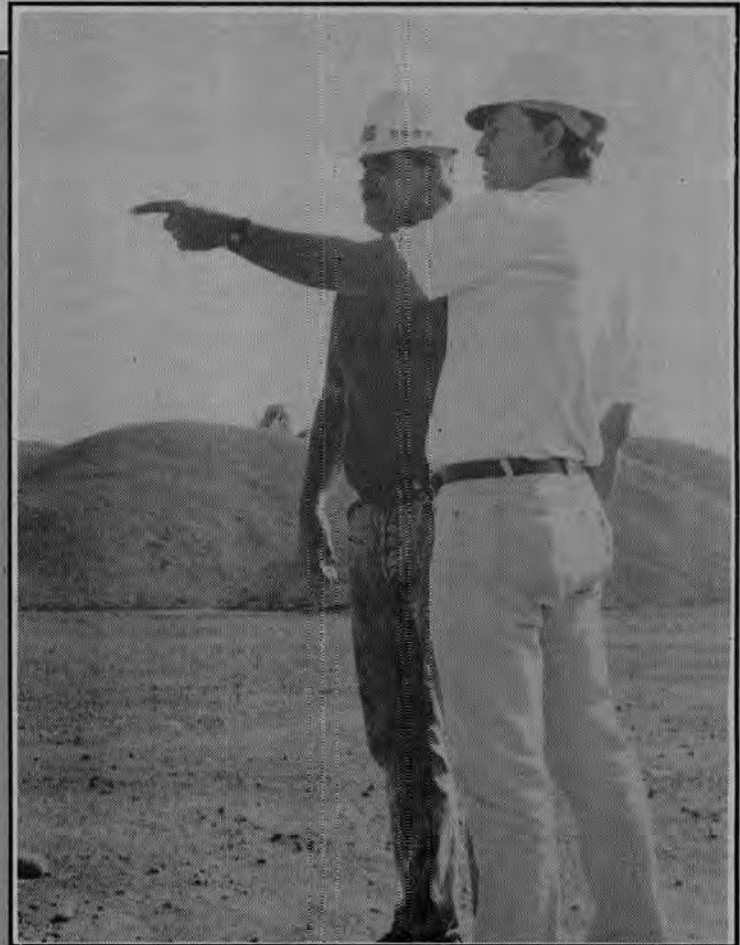
An important component of that attitude is a commitment to quality. To insure quality, Local 3 members in the plant's lab constantly test the material being produced. "We know what's in the stockpile before we ever sell it," Hanner noted. "That way there isn't any question of what our material's like when we sell it."

Quality is also evident in worker-management relations at Granite Bradshaw, where Superintendent Bunting has clearly won the respect of his crew.

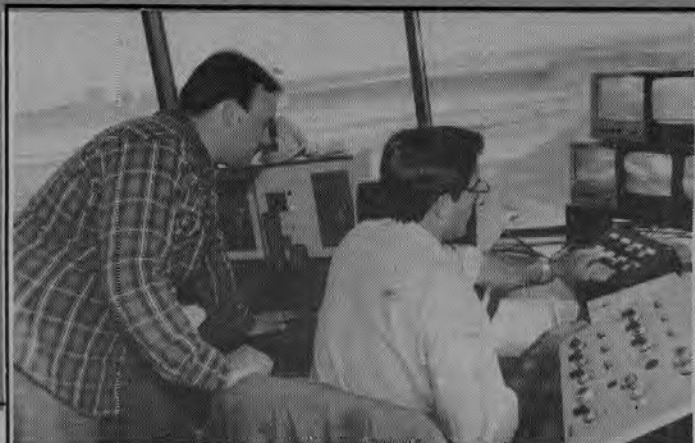
"In all my years in construction I never left a job after a hard day's work and had a man walk up to me and say 'Thanks for a good day's work,'" said Al Swan, a union steward. But according to Swan that's exactly what Bunting does. "He's the type of guy you can go to if you have a problem," Swan noted.

Good labor-management relations have made it possible for the Bradshaw facility to operate full tilt boogie throughout the 1989 season.

"Right now business is outstripping our capacity," Bunting said during a late summer interview. "We're running as many hours as we can get it to run. That's probably going to go on until it rains so hard you need knee-waders to get to the plant."



Superintendent Bruce Bunting (top, right) with Foreman Jim Hanner. Above, oader operator Joel Briggs. Swing shift includes (below, from left) Foreman Leo Bachman, Chester Clark, Melody Vega (apprentice), Dave Dokes and Charles Waddell. Not pictured: Fred Smith.



NEWS FROM THE DISTRICTS

Remembering a 'friend to all'

Friend to all.

That's how his co-workers felt about Chet Menacher.

Menacher, a 42-year member of Operating Engineers, was working on a new bridge on the Sacramento River at Bend, Cal. when he died of a heart attack in April of 1989. Though his physical presence was gone, he was not a man easily forgotten.

"Chet was exceptional," said John Hinote a 30-year Local 3 oiler who worked with Menacher since the 1960s. "He was an operator's operator—qualified, capable. He had as cool as nerves as anybody I've ever seen."

His co-workers had plenty of reason to remember Menacher. Sure he was likeable. But in an industry where small mistakes sometimes carry grave consequences, Menacher was also someone they could depend on.

"When something was to be done, he wanted it done the right way," Hinote said. "You knew Chet was already two steps ahead of the guys in anticipating problems. He was worrying about the other guys and other crafts."

Menacher liked cigars. Whenever anything critical was happening on the job, Hinote recalled, the cigar began to move around in Menacher's mouth. The tighter the situation, the faster the cigar moved. "It was like a propeller," Hinote said.

Menacher's co-workers—determined that Menacher should be honored in a special way—decided to have a plaque designed

in his memory and attached to the bridge that was his final project as an operating engineer.

Usually when it comes time to dedicate a bridge or a library or a highway, it ends up bearing the name of some politician who may have been a deserving individual but who may or may not have had anything to do with that particular structure. The plaque on the Bend Bridge was intended to be something a little different. The man it names was in a very direct way responsible for that bridge being there.

"We're not trying to rename the bridge," explained Hinote. "We just wanted something to remember Chet."

Word of the plaque spread quickly and contributions began coming in not just from operators but from members of several crafts who had worked with Menacher. The Oak Hills Monument Co. of Red Bluff assisted with design suggestions, resulting in a marble plaque with a crane etched into one corner.

"Dedicated to the memory of Chet Menacher," the plaque reads. "A respect operator and friend to all." It is signed simply: "The Crew."

Menacher began his career as a union man with Local 181 in Evansville, Ind., in 1947. He transferred into Local 3 in October of 1956, where he served the union for 33 years.

Menacher began work for C. K. Moseman in May of 1970 and was working for Rob and Steve Moseman of Shasta Construc-



Part of the Shasta Constructors crew who worked with Menacher.

tors at the time of his death.

"He was a good union man," said Hinote. "Born a union man, lived as a union man and died a union man."

Over 80 people, including Menacher's wife, Betty, gathered for a picnic near the bridge to celebrate the plaque and the memory of the man who inspired it. They dined on barbecued steak and were treated to free jetboat rides on the Sacramento River courtesy of Paula Grinnel of Unique Guide Service.

Although the picnic was far from a sad occasion, it was the final chapter in a story that some residents of Bend were sorry to see come to an end. During the construction of the bridge, Menacher and the rest of the crew had become a part of the Bend community that cen-

tered around Pop Martin's store.

"When we left the job down there, the people at the Bend store said, 'You gave us a little something to look forward to. And when you guys are gone things just aren't going to be quite the same,'" Hinote recalled.

While the crew may have departed, they left something of value behind: a warm feeling in the hearts of those in Bend and a sturdy modern bridge for people who need to get across the Sacramento River.

But if you asked the crew, they probably would tell you the most important thing they left behind was a plaque honoring the man who in his lifetime created a lot of warm feelings and built many a sturdy bridge: Chet Menacher—friend to all.



At left, job superintendent Dick McFadden (right) and John Hinote display the plaque honoring Chet Menacher which was placed on the new Bend Bridge (above).

NEWS FROM THE DISTRICTS

Rainless Redding works

Work in the Redding area has slowed down for the winter. However, due to the total absence of rain here in the North, many contractors have kept on digging and are far ahead of their completion time.

Stimpel-Wibelhaus, Inc. of Redding laid off nine scraper hands on its nearly completed project at the Redding city dump. Its widening job at Hat Creek is about dug out.

J. W. Brashear Const. of Redding has all but finished its Trinity Business Park project in Weaver-ville and its Forest Service project in Big Bend.

Granite Construction has nearly completed its \$15 million Fish Bypass project in Red Bluff on the Sacramento River. This job had up to eight brothers working steady for over a year.

Shasta Contractors has completed its Bend Bridge project for \$2.8 million (see page 12) and a \$500,000 bridge at Corning.

Kiewit-Marmolejo has a small crew working on its Slate Creek project on Interstate 5.

The Shotgun Creek section of I-5 north of Redding was slated to be advertised Jan. 8. The Engineers' estimate is \$17 million. This section ties into J. F. Shea's job on the north end. The final section, the Pollard Interchange, is to be advertised this spring with an estimate of \$11 million.

Caltrans has only three minor jobs on the books unless SCA-1 is passed this June. People don't like more taxes, but this proposed gas tax is one we have to have.

On Nov. 18, 1989 we held an 8-hour Hazmat Recertification class in Redding. We sent out letters to all people who needed to be recertified. We also put a notice in the *Engineers News* and tried to contact people by phone. Out of 73 people,

only 29 attended. Those people that didn't attend were removed from the Hazmat out-of-work list. Brothers and Sisters, if you have had the 40-hour Hazmat Training and have not recertified, please contact the Redding Office. We have a lot of Hazmat work coming up this year and will need people to man the jobs. If it's been over a year since you had the 40-hours, you must take the 8-hour recertification class. We will try to have another 8-hour class in February followed by a 40-hour class sometime in March.

Redding broke a 113-year record for no rain in December.

Tom Hester
District Rep.



A well earned bonus: Local 3 members employed by Teichert Construction hold up bonus checks that were presented to them on Dec. 20 as a result of completing the firm's contract on a co-generation plant under budget. The employees worked on an 80 percent agreement, but the contract also provided an incentive that any money received by completing the project in less than estimated hours would be distributed back to the employees

that worked on the job. The quality work of Local 3 members and other craft workers resulted in a savings of over \$21,000 to the company, which was given back to the employees. With the bonus, employees actually received one percent over the full Master Agreement wage rates. At the presentation, Teichert management thanked the union hands for their excellent work and "spirit of cooperation" that enabled them to complete the job so soon.

Sacramento District goes into 1990 working

Work in the Yolo County area has slowed down since Christmas. P.K.S. is still working at the Light-house Marina project. P.K.S. had approximately 20 operators moving dirt.

Grade-Way Construction is working a couple of crews in W. Sacramento. A. Teichert & Son is finishing up its subdivision in the South Port area. Teichert has some paving and curb and gutter work yet to finish.

Kiewit/Marmolejo is busy on its Hwy. 113 project and will work on bridges this winter. In the Davis area, R.C. Collet is working on a couple of small jobs.

Syar Industries' rock plant in Madison will probably continue to work two shifts all year long. A. Teichert & Son's rock plants are also doing well, along with Solano Concrete and Granite Construction.

Continental Heller is on the first phase of the new sports stadium. Heller's portion of this \$120 million project is about \$5 million. Grade-

Way Construction is doing the excavating for Heller.

SMA Equipment of W. Sacramento is keeping about 15 brothers busy. Tenco Tractor slowed in December, but things are starting to pick up again. Rumor has it that Tenco is looking to move down the road into a bigger shop. Cal State Equip-

ment will keep four to five brothers working.

Over in Woodland, Layne-Western has been staying busy working all over the jurisdiction.

Don't forget, attend your upcoming union meeting on Feb. 20 in Sacramento. There will be two elections: for Grievance Committee

members and for Market/Geographic Area Committee members.

A special called meeting will be held Feb. 15 in Auburn for the election of Market/Geographic Committee members only. This local union belongs to you—please take part.

John Bonilla
Business Rep.

Utah continues organizing push

The agents in Utah would like to ask again for help in our organizing efforts. Organizing is a time-consuming job. We need all our members to keep us informed on the work going on throughout the state. If you take a job with an unfair contractor, let us know where you are and ask us how you can help. We need you. A company can't be organized without people on the inside willing to help.

We've been successful in several organizing drives because we had members on jobs willing to help. This hard work benefits all of us in the long run by giving all of us work in the future. No

one likes to see his or her skills go to a bad contractor. With everyone being an organizer on a job, any contractor may become a "good" contractor.

If you don't know where or when to call, office hours are 7 a.m. to 5 p.m. weekdays, except Wednesdays when the Salt Lake office closes at 8 p.m.

In recent years members have questioned the Heavy Highway Multi-Craft Agreement and if we should worry about other crafts. The following statement says it all. It was written by Rev. Martin Niemoeller, a German Lutheran pastor who was arrested by the Gestapo in 1938 and sent to

Dachau concentration camp where he was freed by Allied forces in 1945:

I didn't speak up.

In Germany the Nazis first came for the communists and I didn't speak up because I wasn't a communist. Then they came for the Jews and I didn't speak up because I wasn't a Jew. Then they came for the trade unionists and I didn't speak up because I wasn't a trade unionist. Then they came for the Catholics and I didn't speak up because I was a Protestant. Then they came for me. By that time, there was no one left to speak for me.

Virgil Blair
Business Rep.

NEWS FROM THE DISTRICTS



Local 3 member Alan Hermance ran up a string of racing victories during 1989.

Local 3 member races to victory

Local 3 member Alan Hermance of Gabbs, Nev. did himself and his union proud on the racetrack this year with a string of impressive victories in races conducted by the Northern Nevada All Terrain Vehicles Association.

On Aug. 5 and 6, Hermance took first place both days in the Stock 250 quad class at the Churchill County Fairgrounds in Fallon. He also took a first place and a third place in the Modified Beginner 250 quad class.

On Aug. 13 Hermance placed second in the Stock 250 quad class in the Nevada State Fair Championships in Reno.

Back in Fallon, Hermance placed first in the Stock 250 quad class on Sept. 30 and finished second on Oct. 1. The following weekend he placed second both days. Hermance received a pair of handle grips, a five gallon gasoline can and two three-foot tall trophies for winning the High-points Award of the season in the Stock 250 class. The High-points Award was set up in each class as two separate awards, one for

Saturday and one for Sunday. Hermance won both.

Hermance races in the stock class because his 4-wheeler is stock, meaning "just as it came from the factory." That means the competition is much greater when Hermance runs in the Modified Beginner, Modified Amateur and the Vets class. The modified classes mean that participants can do whatever they want to the engines or the suspensions of the factory bikes. Vets class, open to participants 30 years of age or older, is an open class for bikes, which means they

can race machines such as modified or even 350s and 500s against Hermance's 250cc bike.

Although Hermance has, on occasion, been very competitive in these classes on his stock machine, he is considering having his bike modified if he races next year.

Hermance said he wanted to thank Local 3 members for helping sponsor him this season, saying he was very pleased to represent the Operating Engineers.

Hermance, a ten-year resident of Gabbs, is an operating engineer employed by Basic Inc.

'Big Buck' contest produces winners

On Nov. 18, 1989, Operating Engineers Local 3 gave out four awards in the union's Big Buck contest in Nevada.

First place was awarded to Ken Etachemendy for his 6X5 buck scoring 57 6/8 points. Ken received a 30.06 rifle for his efforts.

Second place was awarded to Robert King for his 4X4 buck scoring 54 2/8 points. Bob received a Simmons spotting scope with a tripod for his efforts.

Third place was awarded to Charley Mariluch for his 4X4 buck scoring 50 6/8 points. Chas won a mini bowie hunting

knife with scabbard.

Leonard Ledesma won fourth place with his 4X3 buck scoring 36 6/8 points. Leonard won the pot for entry fees.

For those of you who didn't win a prize thanks for participating.

Congratulations from Local 3 to all the winners and a special thanks to Chuck Billings, Wally Ellas and Gus Khcury for the time and effort on their part.

A happy, prosperous New Year to all.

Siemon Ostrander
Business Rep.

In Northern Nevada...

Temperatures drop, out-of-work list rises

Work in northern Nevada has slowed down considerably since the first of December. With the dropping of the mercury, our out-of-work list has grown to 330 members. We've had no big dirt jobs to carry us through the winter, with most of our work this season being reconstruction or overlay, and very little new construction.

Helms seems to be keeping the majority of its hands working. Jobs currently manned are Keystone, McCarran loop, Spanish Springs dam, a couple of small subdivisions, crushers at Mira Loma, 102 Ranch and Sparks pits. The Battle Mountain to Austin job still has a crusher running and Helms will finish the overlay when temperatures permit.

Granite has shut down its paving crews, but still maintains small crews in Stead, Fallon, at the Patrick Pit and Gardnerville. When spring breaks Granite will begin white paving on I-80 East.

Seaberry Depaoli, Earl Games, T. W. and Q & D are keeping their guys busy on a number of jobs in Washoe County.

Joe Suter Const. has five operators working on the Truckee River Fountain Walk in downtown Reno and will soon be starting a \$2.4 million sanitary sewer line.

Las Vegas Paving will be starting the Longley Lane sewer interceptor the first of the year.

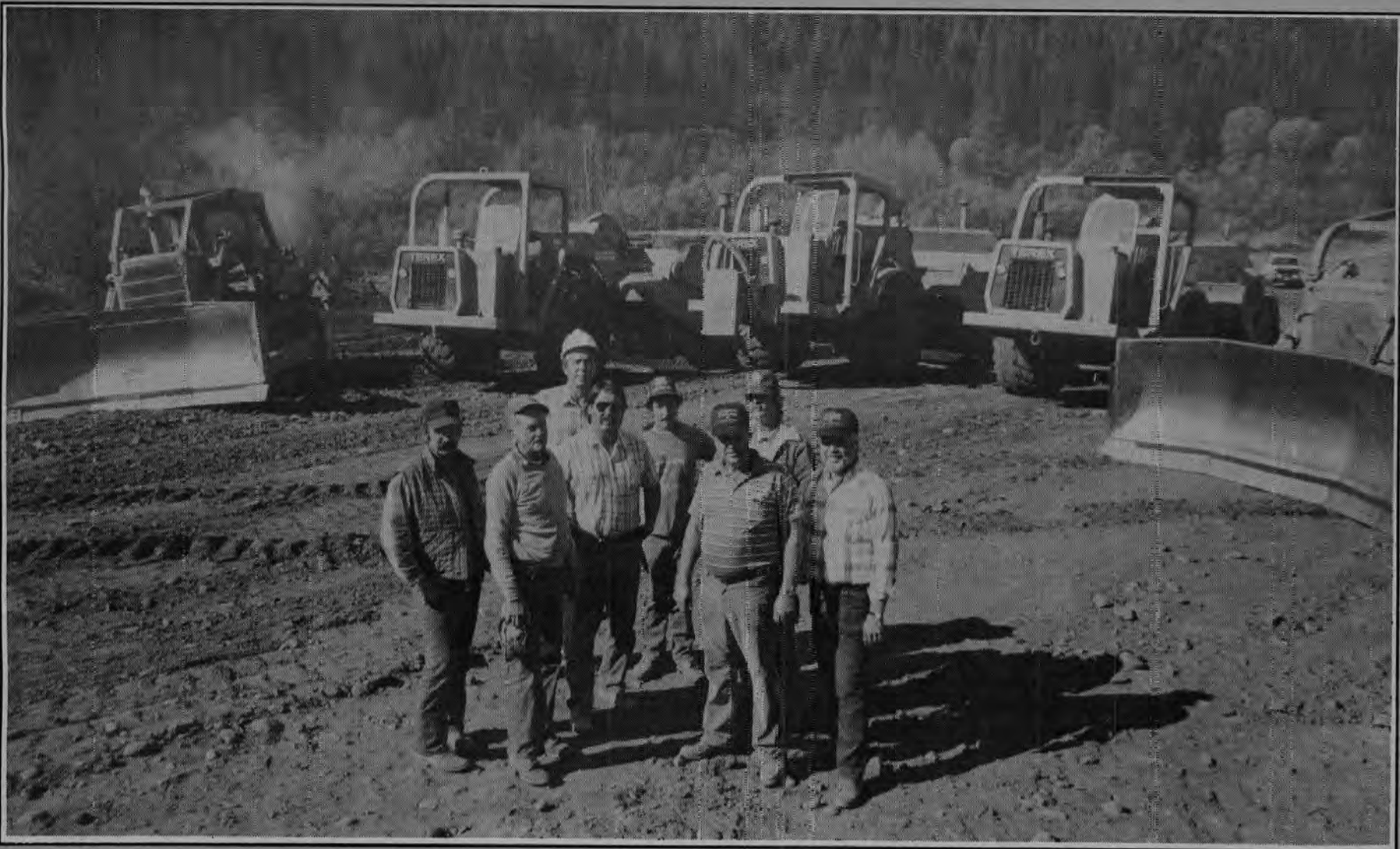
In Elko County, Frehner is doing a bridge job, with Canyon Const. subbing the pipe, which is keeping a few operators busy.

Ames Const. has been doing a considerable amount of mine work, running two shifts, building leach ponds and a dam for Newmont Gold.

Forty-two million dollars worth of work has been proposed by the Nevada Department of Transportation for the first three months of 1990. However, whether or not all of this work goes to bid remains to be seen. We do not have anything definite to report on the Thousand Springs project; however, word is that work will start this summer on access roads, site work and a man camp, with construction of structures starting in 1991.

At our last district meeting, reports were made on A. B. C. attacking our prevailing wages law in local papers. One way our membership can help is to let our legislators know how we stand on this and other important issues. To make sure the right people are elected, remember *you need to vote*. We will be putting on a voter registration drive this year and anyone needing to register will be able to do so at the Reno District Office.

Chuck Billings,
Dispatcher



Photos and text by Eric Wolfe

Business park development preserves wetlands habitat

BUSINESS DEVELOPMENTS CAN spell trouble for Mother Nature. As fragile ecosystems give way to the sprawl of civilization, a part of our natural heritage is sometimes lost.

But a new business park going up in Weaverville, Ca., demonstrates that Mother Nature and *homo sapiens* can co-exist.

The new Trinity Alps Business Park promises to be a shot in the arm for the local economy as new businesses move in and call Weaverville home. But the business park location is also home to extensive wetlands, one of nature's most biologically rich—and most fragile—creations.

"This project slithers through the wetlands," says Bruce Humphreys, project superintendent for J. W. Brashear Construction of Redding. Some wetlands were taken out for the development, others were created, according to Humphreys. But the majority of the original wetlands, he said, will be left "untouched" because the project site also includes old rock quarries and mining areas. Whenever possible, these are the areas that are being

cleared for development.

The delicate task of reshaping the environment to accommodate both the wetlands *and* the business park falls to Brashear's crew of operating engineers. During the fall seven operators were busy preparing the site. On those crisp autumn mornings deer occasionally wandered along the site's perimeter, a further reminder that people still share this space with nature.

But the deer will undoubtedly have to brace themselves for change. The Trinity Alps project has brought along with it a water main and sewer system, which is likely to spur further development at this end of town.

And in an era when economic development is king, that's what the community hopes for, except for a few local merchants who may not look forward to the competition that the new business park will bring.

Fifty years ago nobody would have given a second thought to preserving wetlands during development projects, Humphreys acknowledges with a smile. "Our lives are changing radically."



Local 3 Operating Engineers working on the Trinity Alps Business Park project are (top photo, from left): Jerry Shriner, a two-year member, D-8 dozer; George Erdahl, 25 years, D-8 dozer; Local 3 Business Rep. Wendell King; Louis Cannon, three years, TS 14; David Cellis, 10 years, TS 14; J. W. Brashear (owner), 28-year member; Steve Brummett, 18 years, TS 14; Superintendent Bruce Humphreys. In photo above: James Kane, 28 years, operating a D-6 on the Brashears project.

NEWS FROM THE DISTRICTS

Do something for your future

Have you made your resolution for 1990? One to help improve yourself? Here's an idea for members in the Santa Rosa District: How about doing something for your future? Something to help preserve your good wage and benefits. Something that won't take up much time. Something like putting a little "you" in the union.

The accompanying letter is an offer from Ken Foley, chairman of the Santa Rosa Volunteer Organizing Committee. He's offering you, the rank and file, a chance to do something that only *you* can do.

Take a close look at this offer and also bring it up to your fellow workers. That's right, talk about it in the morning or at lunch. Obviously some people don't read every article in *Engineers News*. They may want to be involved but don't know how. Here's your chance to make something happen.

*Greg Gunheim
Business Rep.*

Dear Brothers and Sisters,

1990 marks the third year of the Santa Rosa Volunteer Organizing Committee. As concerned rank and file members, we work to educate and organize members and non-union workers alike about the threat that non-union companies present for our industry and livelihood.

Our current campaign is centered around a local advertising and leafletting program inviting industry workers to call a recorded message for information regarding higher wages, benefits, pensions and training. Our V.O.C. members answer all inquiries, field questions, solicit information and refer callers to business agents or apprentice coordinators as appropriate. We also fill out a contact report and record for future organizing efforts.

This campaign looks promising: response from non-union workers is positive with almost 100 percent willing to attend a meeting or talk with an agent for more details. We, the rank and file, are reaching other workers in a positive, non-threatening way. We are establishing relationships based on

common needs for stable, well-paying jobs. Our goal is to help the non-union worker bring his employer up to our standards. These relationships are one way to spread the word about the necessity of working union.

The V.O.C. advocates and participates in a variety of activities: community improvement projects, seminars about union history, attending city council and county supervisor meetings, Labor Day picnics, voter registration drives, selected picketing of ABC meetings, on-site leafletting of non-union sites, one to one talks with non-union workers, self-education on a variety of union and worker political, organizing and community issues. Union visibility in the community is important.

Sound interesting? Got any ideas? Our activities are limited only by the needs and wishes of our members. Fill out the form to the right indicating your interests.

We maintain a phone and mailing list to contact interested workers.

*Fraternally,
Ken Foley,
V.O.C. Chairman*

YES *I want to help maintain & improve my standard of living.*

You can count on me!

Let me know about:

- Participating in V.O.C. activities.
- Attending V.O.C. meetings.

My idea to help is (attach another page if needed):

Name: _____

Phone: () _____

Address: _____

City: _____ Zip: _____

SS# _____

Clip and send to:

V.O.C.
c/o 3900 Mayette Avenue
Santa Rosa, CA 95405

Santa Rosa hopes for banner year in 1990

A BIG "HELLO" AND "Happy New Year" to our many members from all of us here at the Santa Rosa office.

I would like to start out the New Year by thanking the many employers and companies in Lake, Mendocino and Sonoma Counties who have kept so many of our members busy for 1989. We at the Operating Engineers *really* appreciate all of you and the opportunity to work with you. We are looking forward to a banner year for 1990. Working together as a team (union/employer), there will be no way we can fail!

Our District meeting on Dec. 12 in Clearlake was

termed a success by all present. Many thanks to all our members and officers who drove far and stayed up late in order to attend, especially since everyone was working early the next day. Several items of interest:

1. The \$8.2 million Middletown sewer project: There was a grassroots protest meeting on Dec. 14 regarding this upcoming project and it seems that one woman (in conjunction with the EPA) has succeeded in blocking the start of the job, at least temporarily. If this blockage continues until mid-January it may become necessary to re-bid.

Since the apparent low-

bidders, (Phase I—Kit Larsen, Phase-II—Kirkwood-Bly), are both non-union, this could be good news indeed.

2. The \$2.5 million road job near Lower Lake: Bids have been postponed and are scheduled for opening on Jan. 16. This job involves rehabilitating sections of highway and replacing one bridge and covers a span of 160 working days.

3. The \$4 million road job near Willits: This has also been postponed. Bids were scheduled to be opened Jan. 6.

The job will encompass 300 working days and will consist of highway section replacement and con-

struction of two bridges.

4. There are "definite maybe" rumors of a \$50 million generating complex on Ford Flat at the Geysers, with construction possible within 90 days.

The Mendocino-Lake County area is really opening up for work as people discover the benefits of the clean environment, low traffic volume and cheaper land of this region. I foresee a time when the population will be commuting from this area to Santa Rosa and points south, and this should be great for our union work situation.

*Bob Miller
Business Rep.*

Crane licensing bill on legislative fast track

(Continued from page 3)

parent apathy in which some employers in the industry approached the tragedy.

"Shortly after the accident, the board of supervisors joined me in asking Cal-OSHA to do a crane by crane inspection of every crane in our city that is operating right now," Agnos told the committee. "It was well publicized. It was in the front pages of the newspapers. Days and weeks after the accident and after widespread news reports, here's what they found in their inspection:

"There were eight tower cranes operating in San Francisco. Of the eight, six were yellow-tagged by Cal-OSHA.

"I'm convinced we need some kind of independent, random inspection of these kinds of cranes," Agnos concluded. "I'm also convinced that we need licensing of the people that are operating the complicated equipment above our cities. Obviously, SB 478 is a major step in that direction."

Assemblyman Tom Hayden appeared before the committee to

announce that he would introduce companion legislation in the Assembly. An expanded inspection and licensing program could be funded by increasing penalties for violators and permit fees for contractors, he observed.

"The maximum fine for a serious Cal-OSHA violation, where the employer should have known of the substantial probability of death or serious injury is only \$2,000," Hayden said. "The penalties are so low they are not really deterrents. They are just a minor cost of doing business."

Inspections inadequate

Hayden and Agnos both criticized the current inspection system in the state. "It is outrageous that Cal-OSHA currently delegates inspections to private 'certifying agencies' when the agencies can be — and often are — employed by the owners and manufacturers of the very equipment they're testing," Hayden said. "We must prohibit owners and manufacturers from certifying their own equipment."

As was expected, the bill is being opposed by the Associated

Builders and Contractors, an employer group that represents nonunion contractors.

ABC representatives testifying before the committee accused labor of drafting a proposal "specifically controlled to enhance the organized labor position relative to crane safety, and to be able to deny our qualified operators."

Following the testimony, the entire committee that was in attendance — including Republican Senator Edward Royce — voted in favor of the bill.

"Even though we've got the bill through its first hurdle, we definitely have our work cut out for us," Business Manager Stapleton explained. "This is a two-year bill, and under legislative rules, it has to be out of the Senate by the end of January."

Stapleton conceded that in order to move the bill that quickly, "we will have to be willing to work with all parties. This bill may not be everything we want when it finally reaches the governor's desk, but with our support and involvement, it will be a bill we can live with."

Gas tax hike

(Continued from page 2)

the state's transportation infrastructure. That plan is Senate Constitutional Amendment 1, the Traffic Congestion Relief and Spending Limitation Act of 1990.

SCA-1, which goes before the voters in June, would be the largest single transportation investment in the state's history. Along with a companion measure, The Passenger Rail and Clean Air Bond Act, SCA-1 would pump over \$18 billion into the state's ailing transportation infrastructure, providing funds for new highway construction, expanded transit and rail services and improved rural road systems.

To fund this historic program, SCA-1 would raise the gas tax by nine cents over a period of five years. It would also modify the so-called "Gann limit" on state spending so that the funds could be spent.

While some may oppose SCA-1 as a tax increase, the reality is that the average California motorist pays the same in gas taxes today as he or she did 20 years ago—about \$60 per year. Wages have gone up, prices have gone up, but the amount of money that Californians pay in gas taxes has not gone up proportionally. Viewed in that context, the gas tax measure is more of a cost-of-living adjustment than an actual tax hike.

If voters reject SCA-1, the consequences for the California economy will be serious. Caltrans estimates that \$2.4 million is lost each day due to delays in business deliveries caused by traffic congestion. California citizens lose 400,000 hours daily. If no steps are taken to relieve congestion, those unpleasant figures are going to increase dramatically, resulting in a declining quality of life, with corresponding damage to the business climate.

For operating engineers, there will be an additional consequence if SCA-1 goes down to defeat: loss of jobs. With budget deficits continuing to hold federal highway monies in check, state revenues are likely to play an increasingly important role in transportation funding. Without SCA-1, state revenues will be adequate to maintain a horse and buggy economy, but not one in which operating engineers build transportation systems for the coming new century.

OSHA finds no operator impairment

(Continued from page 3)

it from the control room in order to make a minor adjustment in the balance of the huge rig.

According to their theory, the adjustment was requested by a crew of ironworkers. They were inserting a section in the crane's slender tower in order to raise it to a higher level on the steel skeleton on a highrise under construction at 600 California Street in the Financial District, Fairburn said.

Boggess then decided to operate the motor from the control room because it was easier to talk with the ironworkers from there. The workers were on a platform 20 feet beneath the cab.

The investigators theorize that Boggess touched the leads of the switch to the crane's powerful electrical drive, causing them to stick, Fairburn said. At that point, it would have been difficult for him to turn off the motor in time to prevent the disaster.

The crane's 64-ton movable counterweight swung and slammed into a 19-foot-high section of the tower that workers had positioned on a dolly alongside the tower. The section had not yet been bolted to the frame

and was in the path of the counterweight because it stuck out several feet from the tower.

The workers were raising the height of the tower in a procedure known as "jumping the crane." In a normal jumping operation, the crane's swivel motor is locked and the operator waits inside his cab until workers outside finish inserting new steel section with hydraulic jacks.

Perhaps 20 seconds after the boom began its slow but powerful turn, the counterweight slammed the unfastened section into the tower itself, snapping the structure at the neck and dropping the crane backward into Kearny Street and nearby buildings.

"The witnesses put Boggess in a panic state" at a rail located between the cab and the control room, a separate structure three feet behind the cab, Fairburn said. Boggess apparently could not jump to safety because the jib—the extended part of the crane—was swinging 160 feet over the street.

It is not clear whether Boggess was trying to climb into the cab in an attempt to stop the crane. His body was found partially in-

side the cab, although it may have come to rest there after the fall, Fairburn said.

Several theories

The theory that the crane was turned on from the switch box is only one of several possibilities that may explain the accident, Fairburn cautioned.

He said it also is possible that operator error and an electrical malfunction combined to start the boom swinging or that the movement was begun solely by something that went wrong with the electrical system.

Cal-OSHA's final report, is expected to be released in several weeks.

Although Boggess had been a crane operator for 20 years, he was not experienced running the unusual type of crane that toppled, Fairburn said. Known as a "luffing jib" crane, it differs from more common models of cranes because it has a two-part, mantislike jib and a movable counterweight. It is a specialized tool designed to work in narrow spaces and is considered trickier to operate than the hammerhead cranes more often seen on city skylines.

Departed Members

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

OCTOBER

Drew Richards of Huntington UT 10/12/89; **Joseph Shakespear** of Tropic, UT 10/30/89; **Mike Krawesky** of Rio Vista, CA 10/18/89; **Russell McGrew** of Newcastle, Okla 10/30/89; **Fred Morris** of Elverta, CA 10/25/89; **Dee E. Nelson** of Logan, Ut 10/26/89; **Peter Strebel** of West Jordan, UT 10/29/89; **Frank Symes** of Ogden, UT 10/26/89; **Lawrence Tavares** of Fremont, CA 10/30/89.

NOVEMBER

Benjamin Hookano of Kaneohe, HI 11/10/89; **Jerlene McKim** of West Point, CA 11/26/89; **David Morgan** of Battle Mtn., NEV. 11/25/89; **John K. Needham** of Santa Cruz, CA 11/29/89; **Richard White** of Fresno, CA 11/30/89; **Audrey D. Belt** of Davis, CA 11/15/89; **Gordon Bowman** of Grass Valley, CA 11/20/89; **Edward Closs** of Folsom, CA 11/3/89; **Don Coon** of St. George, Ut 11/2/89; **Wesley Cravens** of Carmichael, CA 11/25/89; **Kenneth Davis** of Sacramento, CA 11/22/89; **Alvin Gifford** of Tucson, AZ 11/5/89; **Samuel Hayes** of Folsom, CA 11/27/89; **Frank Hernandez** of San Jose, CA 11/6/89; **Elmer J. Johnson** of Napa, CA 11/16/89; **Paul Kansler** of Union City, CA 11/3/89; **Arthur Miratta** of San Francisco, CA 11/19/89; **Marvin Nickel** of Loomis, CA 11/23/89; **Lee Pischke** of Oakland, CA 11/28/89; **Blaine Porter** of West Jordan, Ut 11/5/89; **Don L. Richey** of Marysville, CA 11/2/89; **Freeman Ringer** of Redding, CA 11/5/89; **Carl Roberts** of Palermo, CA 11/8/89; **Milton Rognlien** of Pittsburg, CA 11/9/89; **Bennie Sanders** of Madison, CA 11/21/89; **Dominic Sassella** of Pleasanton, CA 11/1/89; **Frederick Stockinger** of Reno, NV 11/16/89; **Rodney Stockwell** of Hayward, CA 11/26/89; **Charles Thome** of San Jose, CA 11/22/89; **Andrew Turpen** of Marysville, CA 11/21/89; **Richard Yokota** of Honolulu, HI 11/14/89.

DECEMBER

Walter Berger of Sun Valley, NEV 12/6/89; **Charles Collett** of San Lorenzo, CA 12/9/89; **Norman Collingwood** of Citrus Hgts, CA 12/19/89; **Arthur Comarsh** of Yuba City, CA 12/18/89; **Frank Dalpoggetto** of Soguel, CA 12/2/89; **George Davison** of San Jose, CA 12/3/89; **Robert DeCamp** of Redding, CA 12/6/89; **Paul Duffey** of Eureka, CA 12/7/89; **Milton Ford** of Visalia, CA 12/6/89; **Lester Fowler** of El Verano, CA 12/18/89; **Marvin Haynie** of Stockton, CA 12/9/89; **Alvoid Henderson** of Overton, NEV 12/1/89; **David S. Huneycutt** of Santa Rosa, CA 12/6/89; **Robert W. Lawson** of Seattle, WA 12/1/89; **Derek Madden** of Kamuela, HI 12/13/89; **Jesse Manka** of Nice, CA 12/2/89; **W.D. McCullough** of Igo, CA 12/15/89; **Woodrow J. Miner** of Loomis, CA 12/15/89; **Clarence Mort** of Citrus Hgts, CA 12/4/89; **Ernest Roberts** of Orland, CA 12/24/89; **Clarence Samuelson** of Napa, CA 12/2/89; **Ralph W. Shoemaker** of Boulder

District Meetings

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

February

- 13th District 5: Fresno**
Laborer's Hall 5431 East Hedges
- 20th District 8: Sacramento**
Laborer's Hall 6545 Stockton Blvd.
- 22nd District 2: Oakland**
Warehousemen Local #6, 99 Hegenberger Rd.

March

- 7th District 12: Salt Lake City**
Engineers Bldg 1958 W.N. Temple
- 8th District 11: Reno**
Musicians Hall 124 West Taylor
- 13th District 04: Fairfield**
Holiday Inn 1350 Holiday Lane
- 20th District 3: Stockton**
Engineers Bldg. 1916 North Broadway
- 22nd District 10: Santa Rosa**
Veterans Bldg 1351 Maple Str.
- 27th District 9: San Jose**
Labor Temple 2102 Almaden Rd.

April

- 10th District 4: Eureka**
Engineers Bldg. 2806 Broadway
- 10th District 17: Kauai**
Wilcox Elementary School 4319 Hardy Str.
- 11th District 17: Kona**
Konawaena School Kealahou
- 11th District 7: Redding**
Engineers Bldg. 100 Lake Blvd.
- 12th District 6: Marysville**
Engineers Bldg. 1010 "I" Str.
- 17th District 1: San Mateo**
Laborer's Hall 300 - 7th Ave.
- 24th District 17: Maui**
Kahului Public Library, 90 School Rd.
Kahului, Maui
- 25th District 17: Hilo**
Kapiolani School 966 Kilauea Ave.
- 26th District 17: Honolulu**
Kalihi Waena School 1240 Gulick Ave.

City, Nv 12/14/89; **Gary S. Silva** of Summit City, Ca 12/2/89; **Dare Skougard** of W. Valley City, UT 12/12/89; **Neal Smith** of Yuba City, Ca 12/15/89; **Russell Sorg** of Santa Rosa, Ca. 12/15/89; **Lee W. Steffens** of Springville, UT 12/4/89; **James W. Stephens** of Santa Rosa, CA 12/14/89.

DECEASED DEPENDENTS

Jeffrey Dunlava, son of Steve Dulava 7/16/89; **Susan Cortez**, daughter of Cecilio Cortez 11/1/89; **Eric Heimbigner**, son of Rory Heimbigner 11/13/89; **Mathew Young**, son of Michael Young 7/22/89 .

Retiree Meetings

- Ceres** Tues. Feb. 6, 1990 10 a.m.
Tuolumne River Lodge, 2429 River Rd., Modesto, CA
- Stockton-Eta Chap.** Tues. Feb. 6, 1990 2 p.m.
Operating Engineers Bldg., 1916 N. Broadway
- Fresno-Theta Chap.** Tues. Feb. 13, 1990 2 p.m.
Laborers Hall, 5431 E. Hedges
- Auburn-Epsilon Chap.** Tues. Feb. 20, 1990 10 a.m.
Gold County Fair, 1273 High St., Auburn, CA
- Sacramento-Zeta Chap.** Tues. Feb. 20, 1990 2 p.m.
Laborers Hall, 6545 Stockton Blvd.
- Oakland-Nu Chap.** Thurs. Feb. 22, 1990 10 a.m.
Oakland Zoo-Snow Bldg., 9777 Golf Links Rd.
- Concord-Mu Chap.** Tues. Feb. 27, 1990 10 a.m.
Concord Elks Lodge # 1994, 3994 Willow Pass Rd.
- Salt Lake City-PI Chap.** Wed. Mar. 7, 1990 2 p.m.
Operating Engineers Bldg., 1958 N. W. Temple
- Reno-Xi Chap.** Thurs. Mar. 8, 1990 2 p.m.
Carpenters Hall, 1150 Terminal Way Reno, NV
- Ukiah** Thurs. Mar. 22, 1990 10 a.m.
Discovery Inn, 1340 N. State St., Ukiah, CA
- Santa Rosa-Chi Beta Chap.** Thurs. Mar. 22, 1990 2 p.m.
Veterans Memorial Bldg., 1351 Maple St.
- San Jose-Kappa Chap.** Tues. Mar. 27, 1990 2 p.m.
V.F.W. Post 3982, 1313 Franklin St., Santa Clara, CA
- Watsonville-Iota Chap.** Thurs. Mar. 29, 1990 10 a.m.
V.F.W. Post # 1716, 1960 Freedom Blvd. Freedom, CA

Grievance Committee Elections

Recording Corresponding Secretary William Markus, has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1990. The schedule of such meetings at which the Grievance Committee members will be elected, is as follows:

February

- 13th District 5: Fresno**
Laborer's Hall 5431 East Hedges
- 20th District 8: Sacramento**
Laborer's Hall 6545 Stockton Blvd.
- 22nd District 2: Oakland**
Warehousemen Local #6, 99 Hegenberger Rd.

March

- 7th District 12: Salt Lake City**
Engineers Bldg 1958 W.N. Temple
- 8th District 11: Reno**
Musicians Hall 124 West Taylor
- 13th District 04: Fairfield**
Holiday Inn 1350 Holiday Lane
- 20th District 3: Stockton**
Engineers Bldg. 1916 North Broadway
- 22nd District 10: Santa Rosa**
Veterans Bldg 1351 Maple Str.
- 27th District 9: San Jose**
Labor Temple 2102 Almaden Rd.

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, regular scheduled district meetings and/or at Specially called meetings to be scheduled during the first quarter of 1990, with eligibility rules as follows:

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 standing

(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.

February

- 13th District 5: Fresno**
Laborer's Hall 5431 East Hedges
- 15th District 80: Auburn 7:00 p.m.**
123 Recreation Drive
- 20th District 8: Sacramento**
Laborer's Hall 6545 Stockton Blvd.
- 22nd District 2: Oakland**
Warehousemen Local #6, 99 Hegenberger Rd.
- March 7th District 12: Salt Lake City**

- 8th District 11: Reno**
Musicians Hall 124 West Taylor
- 13th District 04: Fairfield**
Holiday Inn 1350 Holiday Lane
- 20th District 3: Stockton**
Engineers Bldg. 1916 North Broadway
- 22nd District 10: Santa Rosa**
Veterans Bldg 1351 Maple Street
- 27th District 9: San Jose**
Labor Temple, 2102 Almaden Rd.
- 29th District 9: Freedom 7:00 p.m.**
VFW Hall, 1960 Freedom Blvd.

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

Swap Shop

FREE WANT ADS FOR ENGINEERS

FOR SALE: 88 V W Fox 4 spd 2 dr. air 13K mi. good-gas. Death forces sale, will neg. \$5,550/O.B.O. Sonora (209)532-4670 Reg# 1235519 12/89

FOR SALE: 80 CJ7 New soft top & bikini top w/8K lb. winch & cust. roll bar \$5,000 O.B.O. **77 Cadillac** Biaritz-for parts Complete all or may part \$500 (415)674-9359 SS#550-15-8246 12/89

WANTED: Dozer Case 450 6-way. Rick (415) 674-9359 SS#550-15-8246 12/89

FOR SALE: Rancho BJOV-3, 1 lot, 99X110 Parcel #025-541-21-1-0, So. Lake Tahoe \$10k. Ernest Adames 2020 Cameron Las Vegas, NV 89102 SS# 565-05-2812 12/89

FOR SALE: '76 FORD Elite 1 owner, orig. 25K mi. while w/vinyl top mint cond. \$5,500 (408)267-4001 Harry after 6pm. Reg# 0708804 12/89

FOR SALE: 70 Toronado all orig. 83K mi. always garaged, new tires, never missused, very strong, 455 Eng. & trans. \$3,250 O.B.O. Ray Husted (408)422-0002 Reg# 603424 12/89

FOR SALE: 80 Trailer prowl 30-ft, **1000 Trails & Sunrise resorts** 2 memberships \$18,000 for all. L. Mc Inerney (415)455-1136 on wkends. Reg# 0899589 12/89

FOR SALE: Drilling equip. Deep Rock well, w/1111 trailer-water trailer air oper. de-sanding unit-pump-installing tool. \$4,500. (415)726-2867 Reg# 1121833 11/89

FOR SALE: 1 Concertina almost new \$750. ladies take tur coal Sz. 16-18 worn 3 times. full-length dk mink \$50. Tony Levy 1345 Georgetown Ave. Turlock, Ca 95380 (209)632-4123 Reg#10600-835 12/89

FOR SALE: House 3 bdrm, 1 1/2 ba. 2 car gar. w/elect. drs 75x200' lot. \$22,500. **Mobil home** Way-side 14x80' 3 bdrm, 2 ba. 2 porches, step-up kitchen, w/basement, on 75x200' lot. 2 strong barn shops, 1-24x36' concrete floors, sliding drs. 1-14x24' concrete floors swinging drs, this lot has spring water, enough to water gardens. \$20K Coy Dowling 216 N. California Ave. Aloka, Okla. 74525 Reg# 1178350 12/89

FOR SALE: 84 Motorhome Pace Arrow 34' 7,500 mi. Like new. 2 roof A.C. Central vac. Micro. gen. food center. Woven-wood shades. Twin bds. Sleeps 7 pwr-step, pwr-ant. stereo /cass. 454 Chev. eng. 6.5 Onan Gen. Set. \$31,950 Andrew Anderson (209)575-1350 or (916)878-8415 Reg# 0787985 12/89

WANTED: Beer bottle openers & tap knobs w/beer advertising on them. Desc. & price Harry Y. Horn 3113 Smokey Cl. Sac. Ca. 95826 Reg# 0738743 12/89

FOR SALE: 86 Motorhome 31-ft Eldorado Extra clean 454 Chev. eng. Fully self-cont. ready-to-go, custom built in micro & l.v. radial tires. Chrome rim covers. Blue-bk 35K, owe 26K will take PU or boat for equity. eves. (707)429-5599 Reg#1123472 12/89

WANTED: Evenrude or Johnson 35-H.P. 76 or later outboard motor. 6400 Madden Ave. Live Oak, Ca 95953 (916)695-2548 Reg #342601 12/89

FOR SALE: Rocking Horse Handmade \$50. Champagne color vinyl swivel-rocker, 3 different wood end tables \$10 ea. Mary Swinger (415)340-8394 Reg# 1624267 12/89

FOR SALE/TRADE: R-Ranch ownership, \$10K, financing avail. nr Lake Berryessa, Ca will consider all offers. W.E. Dyson 3308 Stafford Way Carson City, NV 98701 (702)883-8286 Reg#1163162 12/89

FOR SALE: 79 Ford T-Bird ex. cond. new tires, air am/fm/cass. 2 dr. must sell **74 Honda Civic** good cond. 3 dr. ex. on gas Pleasanton, Ca (415)426-8980 Reg#1981744

FOR SALE: Furnished House 4 bdrm, 2 ba. 2 kitchens, basement, 2 gar., 1-3 car. on lot. fenced, 30 mi. E. of Spokane. **R.V. lot** 3 hook-ups, bldg. w/washer, shower. **87 37ft Elan** M.H. 5K mi. \$85K or sell sep. in Yuma Az. foothills. Ed Siroshon 1709 Salre, Coeur d'Alene, Id. 83814 (208)765-3459 Reg# 090458 12/89

FOR SALE: '84 150 Ford Conversion 28K mi. exc. cond. auto-overdr. am/fm stereo/cass. 2 gas-lanks. George McCoid 7544 Peach Blossom St. Cupertino, Ca 95014 (408)996-8384 Reg #0965708 12/89

FOR SALE: Conn Organ, like new Dble. keyboard, entertainment pkg. earphones, bench /music books. \$900, O.B.O. Harold Cooper (916)988-5172 after 5 pm or (916)988-8934 Reg #292566 12/89

FOR SALE: Scooter 3-wheel ball. pwr Motovalor brand, elect.-seat, removable arms, ball. charger, like new \$900. Duane A. Voight 3419 Victoria Ave. Santa Clara, Ca. 95051 Reg #1075485 12/89

FOR SALE: 73 Boat Seaking 15 1/2 ft. tri-hull, open-bow, new fold down seats. 75 H.P. outboard Chrysler, runs exc. good condit. \$1900. John eves. (415)657-2303 SS#561-72-8892 12/89

WANTED: Need help locating copy of owner's manual for Craftsman change gear metal lathe. Model #109.20630, w/2-ft bed & 6" swing. maybe built in the 50's. Richard Gray eves (415)792-8187 Will compensate your time. Reg #1677704 12/89

FOR SALE: Pheasants David Kennedy 8371 Norris Canyon Rd. Castro Valley, Ca 94552 (415)537-2594 Reg #176889 1/90

* * * * *
FOR SALE: BOAT 1988 Penken 20-ft. walk-around w/cuddy cabin, porta-potty. Very low hours. many extras. Great fishing boat for Bay or Delta. \$13,500. Larry Edginton (415)431-1568 days, (415)283-5105 eves. Reg #193833 1/90

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

FOR SALE: Travel Trailer Silverstreak 33 1/2-ft. luxury supreme w/Chev. Silverado 30 loaded, both in exc. condit. consider car in trade. J. W. Holstine 8800 Green Valley Rd. # 45 Sebastopol. Ca 95472 (707)823-6652 Reg # 0640861 1/90

FOR SALE: 79 Camaro Z28 Ex. condit. T-top, new motor, 7-mo. old paint job. good inter. \$5K Curt Posthuma (707)448-3448 Reg #1931586 1/90

FOR SALE: 71 Motorhome Openroad 20' roof air, self-cont. 350 Chevy, 43k mi. illness causes sale. \$6K-O.B.O. P.O. Box 122 Goshen, Ca. 93227 (209)651-1792 Reg # 595199 1/90

FOR SALE: Oroville Foothills 7 1/2 acres 12X60 mobilehome, stor.-trailer, well, septic & power Case tractor & disc. \$55K Alex Cellini (916)674-3927 Reg#1013084 1/90

FOR SALE: HD16 bulldozer w/winch **87 Honda** 4 w/drive sl/ wgn, 4 dr. 5 sp. w/spec. low gear, air, am/fm-stereo/cass. exc. condit. **'80 Pace Arrow** motorhome 35' self-cont. under 29K mi. 2 roof air, 6.5 Onan gen. solar panel. stereo, cellular phone, C.B. awning, hydr. jacks, ext/gear vender 2 sp. trans. storage pod. lots of storage inside/out. Will finance or trade/ or except cash. Bud Stockton (415)799-6713 Reg #1993870 1/90

WANTED: 200-amp eng-driven Lincoln Welding machine w/leads Cash. Earl Remington 2415 Glenlock St. San Pablo, Ca 94806 (415)223-6623 SS#539-10-2329 1/90

FOR SALE/TRADE: No. Idaho Mnt. Retreat by owner, 20 acr. 3,000-ft 2 story home w/attached 2 car gar. & 40'x80'x16' metal shop bldg. total view of entire Tensed Valley \$100K or equal value Jerry Greer (707)725-3687 Reg #1387253 1/89

FOR SALE: 85 Motorhome Southwind Class A. sleeps 7 Gen. micro, dash & roof air. all options financed thru credit union owe \$22,500. pymts \$327. Charles Tomlinson days (209)466-3831 eves

(209)886-5386 Reg# 0811391 1/90
FOR SALE 5.03 Ac. Jackson, Ca well, pond, PGE ditch, runs across prop. beautiful \$72K Ex. terms. **Tahoe** Season's Share next to Heavenly Valley, S/Shore Lake Tahoe \$13K Ex buy will consider trade for 1986-1990 Motorhome Lewis Peterson P.O. Box 5016 Sonara, Ca 95370 (209)532-8607 Reg# 1812603 1/90

FOR SALE: Hobart Welder on Trailer w/Flat Head Willes Eng. \$700 O.B.O. Walter Grant (415)786-3487 Reg #0879726 1/90

FOR SALE: 79 Buick Regal V6 Turbo 46,500 mi. -air, pwr steer, brakes, stereo \$3,500. **54yr Antique bed** rm set good condit. \$850. Joseph M. Bertolas P.O. Box 1624 Paradise, Ca 95967 (916)877-2970 Reg# 084599 1/90

FOR SALE: Best offer lakes 12 Construction equip. Walch jobs-all new but 3, all in good condit. J. Smith Box 176 Femley, Nv 89408 Reg# 0745116 1/90

FOR SALE: 68 Pontiac Firebird 400 eng. 400 Trans needs carb work. runs great \$2,900. Firm Roy Casler (707)554-1153 Reg#1168891 1/90

FOR SALE: 64 Mobile home New Moon 10X55 w/8X15 expando carpet-full length covered w/awning & enclosed side. 2 decks carpeted awning covered automatic sprinklers. Beautiful yard. Mint condit. nr. shopping & Folsom lake. Sr. citizen park. \$16,500. Fred Fairchild (916)791-0713 Reg #1136272 1/90

FOR SALE: 5th wheel hitch, w/brakes. less than 300 mi. \$250. **89 Ford** 3 1/4 ton truck 460 eng. J. B. Long (916)695-1510 Reg # 0892531 1/90

FOR SALE: 60 Ford T-Bird clean \$7K. M. Powell (209)784-4461 Reg #0838896 1/90

FOR SALE: 85 Honda ATC, \$600, like new; low mi. **misc. items**, deacon's bench, easy chair & ottoman, cherrywood chest of drawers. Ray Molinar 772 Taber Ave. Yuba City, Ca (916)673-4969 Reg #1795855 1/90

FOR SALE: 77 Motorhome Mallard 23-ft 460 Ford-roof & cab air sleeps 6 full ba. & shower l.v. antenna 71K mi. \$7,500 John Jordon (916)488-8810 or (916)362-5555 Reg# 1761437 1/90

FOR SALE/TRADE: 40 acres. Delta, Ut. 3 ml. So. of I.P.P. Plant, 2 bdrm fixer. Flo-well \$20K low dn. 9% O.W.C. **1 Ford** Trailer \$85. **1 Datsun** Trailer \$85. 1 Onan motor \$150. Norman Clemens 7709 Colton Lane, Elk Grove, Ca 95758 (916)689-4061 Reg#1238702 1/90

FOR SALE: 64 Chevy Dump Truck w/2yr old 427 Truck motor. **74 3 axle trailer** w/2yr old axles & brakes. \$8K. Kevin Donahue 11515 Cull Canyon Rd. Castro Valley, Ca 94552 (415)889-7239 SS#559-86-55-14 1/90

FOR SALE: 1 owner, 1 acre + 3 bdrm, 1 ba. form-dining rm. lar. living rm, fam. rm. 25 fruit /nut trees Amer. Canyon area-Napa county. Compl. fenced ample prking for equip. Extra sewer line for RV dumping. \$260K. **71 motorhome** Apollo Class A 26', 340 Dodge eng. dble bd. self-cont. good condit.-new upholstery on dinette. New, drivers/pass. seats. new-carpet. \$12K. J. B. Anderson 3422 Broad-way Vallejo, Ca 94589 (707)642-2610 Reg # 0959436 1/90

FOR SALE: 82 Pace Arrow 34' Ex. condit. 454 Chev. eng. 6.5 onan gen. set. 36K mi. 2 roof A.C. lrg. roof stor. ex. front bumper, new tires, central vac, micro, food center. rear bdrm. sleeps 7 power step awning. blue-book \$29,130. asking \$28K. Ray C. Rose (415)634-2323 Reg# 0863925 1/90

FOR SALE: Unique cook stove Monarch, combination elec/wood burning. Elec. side has 4 burners & lar. oven w/ see-thru-glass panel. Wood side has space of 2 large burners, large stor. drawer on bottom. While enamel all around w/chrome trim. Clean & per-

Personal Notes



Marysville: Our deepest sympathy to family & friends of the following deceased brothers: Arthur Comarsh, Neal Smith & John F. Azchary.

Sacramento: Our sympathies to families & friends of departed retired brothers: Audrey Belt, Norm Collingwood, Kenneth Davis, Woodrow Miner, Clarence Mort, Leslie Philbrick, Ernest Roberts, Bernie Sanders, & Delbert Wiginton. Our condolences to brother Robert Shannon on the death of his wife, Gladys.

Reno: Congratulations to the following, on their new arrivals: Scott & Sherry Fullerton, a boy 12/1, Scott & Alana Ballman, a boy 12/2, and Clinton & Doreen Payne, a girl 12/3.

Santa Rosa: Congratulations to the following on their new arrivals: Michael and Lilly Hughes on the birth of their son, John Michael, 12/26, & to Tony & Doni Ghilotti on the

birth of Nathan Antonio, 11/26. Don Dillon, a long-time E-board member is home after undergoing surgery for cancer.

Redding: Our sympathy to family & friends of departed brothers: Gary Silva, Robert DeCamp & Frank Tessier. Also, to brother Fred Bodenschatz, on the passing of his wife Virgie.

Get well wishes, for a speedy recovery to the following members: Jack Day, Sid McBroome, Sr., Delbert Day & Charlie Waters.

Fairfield: Our deepest sympathy to the family and friends of brother Rory Heimbigner for the loss of 2 1/2 year old Eric Heimbigner, on 11/13/89.

Also, to the family and friends of departed brothers: Leon Lemen 10/18/89; Mike Krawesky 10/17/89; Manuel Mordido 9/24/89; and to brother Laurance Morrison for the passing of his wife, Alice.

lect orig. condit. Was in guest cottage, used little. pretty, energy eff. Brenda G. Lal Greenville, Ca. (916)284-6688 Reg #2039108 1/90

FOR SALE: Metal lathe 10" Craftsman \$600. O.B.O. Walter H. Christman (209)745-2517 Reg #0854101 1/90

FOR SALE: Walk to Bullards Bar Lake 1 1/2 ac. fronts on paved road. 2,300-ft elev. Prop. fenced w/Cedar post & rail. many trees, good well, auto sprinkler system, 18 young fruit trees. Septic system. Back graveled road into prop. above fog & heat, below 98% of snow. Grape vines, quiet setting quiet neighbors. borders national forest on 1 side. 6 mi. to challenge, 10 to Brownsville (docs, dentist, sheriff office, shopping) **1969 mobilehome**, 2 bdrm, 2 ba, well kept 2 porches, 1 screened \$49K, 35% down. Bal-

ance-12% **Skid Steer** 775 new holland \$3,500. **77 Ford Truck F 600** furniture van, 16' box, good shape \$3,500. C.W. Wilson P.O. Box 123 Challenge, Ca 95925 (916)675-2647 Reg # 2012206 1/90

FOR SALE: Beautiful recreation area. Ski, tob-bogan, fish, golf. 5 bdrms, Lr, Fr w/trpl. 1-ac. in-lown Golden Bear Realty for appl. (916) 758-7035 Lauren Miller Reg #1691152 1/90

FOR SALE: 87 5th wheel 35-ft Automate like new, will take 34-ft or smaller trailer or late model P.U. as part trade **84 Pace Arrow** 34-ft Motorhome, low mi. x-condit. (209)295-3503 Reg #1276906 1/90

FOR SALE: 83 Traveltrailer, 33-ft Wilderness Cimmeron, air, lar. 3-way frig. Rear full-ba. fully-self-cont. x-condit. \$8,450 O.B.O. Loren Pilatti (916)483-9078 Reg#1697326 1/90

HONORARY MEMBERS

The following retirees have 35 or more years of membership in the Local Union as of December 17, 1989, and have been determined to be eligible for Honorary membership effective Jan. 1, 1990.

Henry Rodriguez	0826971
Arnold Silva	0558751
Gordon Taylor	0828734
Marlin Tieman	0826976

As approved at the Executive Board Meeting on January 6, 1990, the following retirees have 35 or more years of membership in the Local Union, as of Jan. 1990, and have been determined to be eligible for Honorary Membership effective April 1, 1990.

Ivan Beaudoin	0435014
John Bramlage	0736444
Douglas Bratton	0828691
Jacynth Brun	0782664
Roy Bufkin	0683154
Theodore Burnett	0828694
Donald Cartwright	0798115
Roy Crites	0826930
Felix Darcy	0788007
Charles Delmas	0795976
Roy Edwards	0630687
Leo Gerhart	0368844
Gerald Koutnik	0769414
Robert Nelson	0750354
Claude Odom	0826864
Kenneth Rasley	0750372

S. M. Barnson	0678947
Robert Buckingham	0569615
Peter Cjaramitaro	0830886
Ernest Griblin	0754133
Francis Hurlbert	0519943
Lloyd Portlock	0796019
Ralph Roediger	0506512
Robert Skidgel	0572685
Richard Wise	0821479
Jack Wolsey	0822671

Open shop seeks to bridge 'training gap'

(Continued from page 5)

shop movement which today dominates the national construction market.

The Roundtable's new creation, the Construction Industry Workforce Foundation, appears to be the latest gambit in a long-running corporate campaign to cripple craft unions. Industry knows it cannot hold labor costs down if labor is in short supply. And population statistics strongly suggest that shortages are on the way.

According to the Bureau of Labor Statistics, the construction industry will grow by 1.2 percent a year through the 1990s, creating a need for 1.3 million new construction workers. Robert Gasperow, director of a labor research group, believes the growth rate will be even higher. Furthermore, Gasperow estimates that up to 6 percent of the current construction workforce will have to be replaced each year as workers retire or move on to other work, creating a total need of 225,000 new workers per year.

Associated General Contractors President Paul Emerick, while serving as interim president for the Construction Industry Workforce Foundation, said that the total demand for new construction workers in the 1990s could be as high as 270,000 per year.

Fewer workers

Where will these new workers come from?

With the passing of the baby boom, the Bureau of Labor Statistics projects that the number of 18- to 24-year-olds will shrink from 27.9 million in 1985 to 24.3 million in 1995. Competition from other sectors for these workers will be intense. Owners and builders worry that young workers will shun blue collar work, preferring to operate a computer rather than to build the building that houses it.

In responding to the shortage, unions must perform a balancing act. On one hand unions don't want to train so many new journeymen that it threatens the jobs of current members. On the other hand, union programs have a legitimate obligation to help meet the labor needs of the industry; otherwise they are inviting the open shop to step in with competing training programs. Estimates of current enrollment in four-year union apprenticeship programs range between 140,000 and 190,000. Even if union pro-

grams were to graduate as many as 50,000 apprentices annually, it will still fall short of the projected need for the 1990s.

Will non-union programs be able to bridge the training gap?

Money is at the heart of the problem for non-union contractors. Part of the reason contractors want to be non-union in the first place is to avoid having to pay for "extras" like employee benefits and apprenticeship programs. While union contractors annually spend over \$200 million on training, the non-union spends a paltry \$13 million.

"The open shop people will get into the training business just as soon as they can find somebody

"The non-union will spend whatever they can to break our back. Don't get too arrogant that they can't do it, because they can."

Larry Uhde

JAC Administrator

else to pay for it," declared Reese Hammond, recently retired training director for the International Union of Operating Engineers.

Getting others to "pay for it" can take a variety of forms, Hammond said. Charging students large tuition fees is one way. In the case of Superior Training Systems already mentioned, annual revenues from tuition exceeded \$63 million in 1987. Over 90 percent of that tuition money came from federal grant and loan programs, meaning that the "somebody else" the open shop got to pay for its training was the U.S. taxpayer.

Federally subsidized tuition isn't the only way that open shop contractors have found to stick taxpayers with training costs. According to Powers, the ABC education director, ABC is working with high schools and vocational schools to establish "linkage" programs where students get credit toward an apprenticeship for work they've done in vocational and secondary schools.

Corporate bucks

But ultimately ABC looks for training money from owners, those who use the services of

building contractors. Owners are the biggest source of contributors to ABC's Merit Shop Foundation, a trust fund for training. They include major corporations, Powers noted, like "the DuPonts, the Dows, the Texacos..."

Owners are asked to contribute eight cents per worker-hour to the trust fund. "Out of that eight cents, five cents will go toward establishing a local training program which will help train the people here immediately on the jobsite so [owners] can get some immediate benefit," Powers said.

As a spokesman for the interests of non-union contractors, Powers clearly relishes the idea of passing along the costs of training to owners. "Say I was an employer...sending 10 people to an apprenticeship class," Powers suggested. "Without this supplemented funding from the users I may have to pay \$400-450 [per person] to cover the costs."

But with owner contributions, contractors can get a free ride.

"Down for example in Freeport, Texas," Powers continued, "I think [contractors] pay only \$50 a semester. They've managed to push the fund so much that they can afford to build quite an elaborate training program down there—due to the contributions by the owners."

So far, the open shop has devoted more talk to training than money. But it was also just talk back in 1969 when the Roundtable first set out to create an open shop movement. That "talk" resulted in the near collapse of the union sector in many parts of the country. According to Mark Erlich, writing in 1988 in Labor Research Review, union construction workers were responsible for 80 percent of all construction activity in the United States 20 years ago, while union workers have just a 30-35 percent share of the construction dollar.

"The non-union will spend whatever they can to break our back," said Larry Uhde, administrator of the Operating Engineers apprenticeship program at Rancho Murieta, California. "It depends on what kind of commitment they're willing to give...."

"Don't get too arrogant that they can't do it," Uhde warned, "because they can."

(Next month: Engineers News looks at the conflict in the underlying philosophy of open shop versus union-based training.)

Cocaine myths

(Continued from page 7)

fore it hits your head. Your pulse rate rockets and your blood pressure soars. Even if you're only 15, you become a prime candidate for a heart attack, a stroke, or an epileptic-type fit.

In the brain, cocaine mainly affects a primitive part where the emotions are seated. Unfortunately, this part of the brain also controls your heart and lungs.

A big hit or a cumulative overdose may interrupt the electrical signal to your heart and lungs. They simply stop.

That's how basketball player Len Bias died.

If you're unlucky the first time you do coke, your body will lack a chemical that breaks down the drug. In which case, you'll be a first time O.D. Two lines will kill you.

Sex with coke is amazing.

Cocaine's powers as a sexual stimulant have never been proved or disproved. However, the evidence seems to suggest that the drug's reputation alone serves to heighten sexual feelings. (The same thing happens in Africa, where natives swear by powered rhinoceros horn as an aphrodisiac.)

What is certain is that continued use of cocaine leads to impotence and finally complete loss of interest in sex.

It'll make you feel great.

Cocaine makes you feel like a new man, the joke goes. The only trouble is, the first thing the new man wants is more cocaine.

It's true. After the high wears off, you may feel a little anxious, irritable, or depressed. You've got the coke blues. But fortunately, they're easy to fix, with a few more lines or another hit on the pipe.

Of course, sooner or later you have to stop. Then—for days at a time—you may feel lethargic, depressed, even suicidal.

Says Dr. Arnold Washton, one of the country's leading cocaine experts: "It's impossible for the nonuser to imagine the deep, vicious depression that a cocaine addict suffers from."

From the Partnership for a Drug-Free America

If you are in need of help with an alcohol or drug problem, please call for assistance at the Addiction Recovery Program.