

# Engineers News

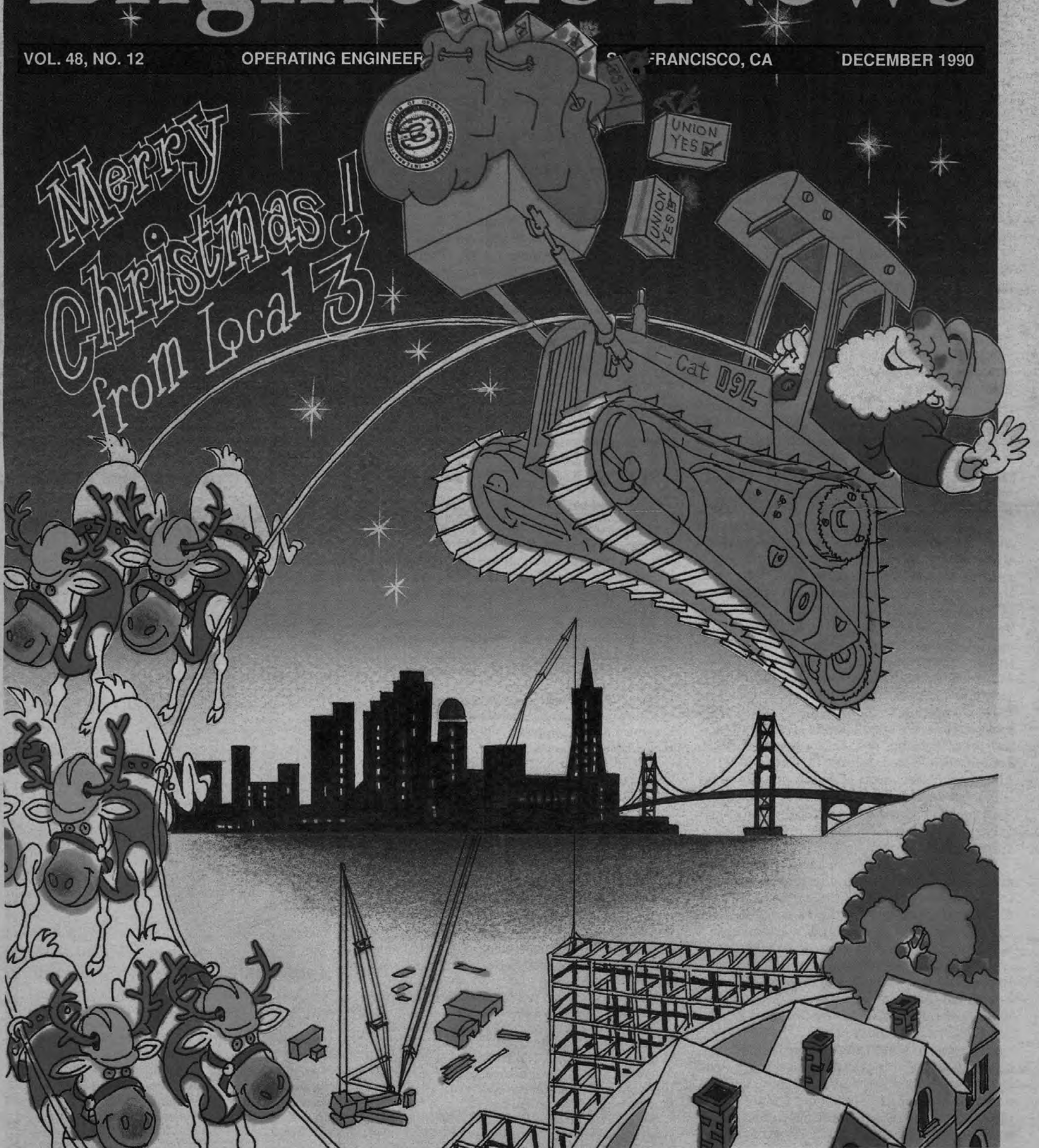
VOL. 48, NO. 12

OPERATING ENGINEER

SAN FRANCISCO, CA

DECEMBER 1990

Merry  
Christmas!  
from Local 3





## FOR THE Good & Welfare

By Tom Stapleton  
Business Manager

It has been a while since this column has addressed the health care crisis in America. While preliminary figures indicate that the steps we took this past year may have finally put our own health and welfare plan on more solid ground, the sad truth is that the problems still persist with no signs of letting up.

A recent editorial in the San Francisco Examiner points out that the continuing explosion of health-care costs may be this country's major domestic peril in the rest of this decade. And the fact that 37 million Americans are not covered by any form of health-care insurance is a disgrace. Yet President Bush seems not to be giving any appreciable attention to these swelling problems. His recent statements suggest a lack of understanding of the fearsome magnitude of the dilemma.

The truth is that the inferno of inflation in health care threatens deficit chaos in the federal budget, imperils this country's economic competitiveness in the world, and puts in jeopardy the lives of Americans who cannot afford to be cared for. This is a singular threat, unlike any other we face. Health-care inflation has been roaring along at an annual average rate of 17 percent a year, more than three times the country's general inflation rate. Health insurance rates have been jumping 19 or 20 percent a year, making coverage of employees practically impossible for many companies. Many are cutting back, or cutting out, insurance coverage. This is a fierce issue in many labor negotiations.

And these ballooning costs are inflating the prices of American products, such as cars, in relation to those made by our foreign competitors. We spend about 12 percent of our gross national product on health care, compared to 6 to 8 percent in other industrialized countries, most of which provide more inclusive services than most Americans have. And there is fear the health outlay will reach 25 percent of our GNP before long if something isn't done.

Americans are getting plenty worried. The elderly are hit harder and harder, now spending nearly 20 percent of their limited income for health care, up from the 12 percent range in 1980. We may be moving toward an era when only the wealthy can afford adequate care. A recent poll showed that 61 percent of Americans would favor a system of national health coverage such as the one in Canada, which provides universal insurance with a good deal of individual choice. The government needs to start taking price control steps, to shake this part of the private sector into more economies, and start thinking of stronger federal intervention if the inflation is not stemmed. Start thinking, in fact, of universal health care insurance with the government behind it.

The present inflation is owing to several factors, including curative scientific and high-technology development that is indispensable, but also to expensive duplications of facilities and services, unnecessary tests and services and large medical profits in many cases, overpriced drugs, and costs of litigation that burden doctors with outlandish insurance costs. This last factor should be lightened by new law or constitutional change that puts reasonable boundaries on medical damage litigations. The government should institute a continuing price review of all the other factors, within the medical facilities and services, with an eye to various sorts of punitive actions. These could include the withholding of federal aid from hospitals and programs that fail to take strong price-control steps.

Mind you, this is an approaching crisis. We spent \$600 billion on health care last year compared to \$75 billion in 1970. It cannot go on. Yet here we have President Bush saying he doesn't want to consider a national health-care program and outlining no specific plans for cost containment. "I think everybody should be healthy," he said recently. But the responsibility for the sick and poor does not lie primarily on Washington, rather, upon "all levels of government—state, local and federal—plus society, neighbor helping neighbor. There is this marvelous concept of charitable

health care, which has been with our country ever since it was founded."

And incredibly, he urged that more people exercise as he does, in jogging, and thereby avoid the necessity for health care. "Any poor person can run every day, do push-ups, sit-ups, leg raises and chin-ups. That's preventive health care. Every minute you spend in physical activity is less time you spend in the doctor's office."

Unless, of course, you happen to be cancer-ridden or crippled and cannot do push-ups. More encouragement from Dr. Bush: Already we "have the best medical system in the world." Of course we do not. We spend more, but of the world's industrialized nations we rank 17th in life expectancy and 20th in preventing infant mortality.

Dr. Bush had better wake up and plan some shock treatment for this system before its costs break us while the services are limited or denied to more and more of us.

### Semi-Annual Meeting

Recording-Corresponding Secretary William M. Markus has announced that the next semi-annual meeting of the membership will be held on Saturday, Jan. 5, 1991 at 1 p.m. at the Seafarers International Union Auditorium, 350 Fremont Street in San Francisco.

## Former officer "Buck" Hope dies

Business Manager Tom Stapleton and the officers of Local 3 extend heartfelt condolences to the family and friends of A.J. "Buck" Hope, a former officer of the union who passed away on October 3. The Local 3 Executive Board approved the following resolution in honor of Brother Hope at its November meeting:

WHEREAS, A.J. "Buck" Hope, is deserving of special public commendations for his long and dedicated career as a Business Agent and Officer of the International Union of Operating Engineers Local 3, and

WHEREAS, Buck Hope was born on January 21, 1907 in Madera, California and subsequently became a heavy equipment operator and joined IUOE Local 842 in 1936, and

WHEREAS, he gained a reputation as a highly skilled heavy equipment operator, working on many large construction projects throughout California, initially as a dozer operator and blade man, then in a supervisory capacity for such well known firms as Macco Construction and Morrison-Knudson, and

WHEREAS, he served honorably as a chief officer in the Seabees during World War II, and

WHEREAS, he had a distinguished career in the Operating Engineers Local 3 that began in 1949 as a business agent and subsequently as a district representative, Executive Board Member and finally as Financial Secretary for the Union from 1960 until 1973, and

WHEREAS, Buck Hope passed away on October 3, 1990, therefore, be it

RESOLVED BY THE OFFICERS AND EXECUTIVE BOARD of the Operating Engineers Local Union No. 3, that A.J. "Buck" Hope be honored in memoriam for his long and successful career in the labor movement and for his dedication to the membership of the union, and

BE IT FURTHER RESOLVED that this resolution be presented to his wife, Francis Hope by a representative of the union to be appointed by the

Executive Board, that he may continue to be held in remembrance by his family, friends and former work associates.

## Engineers News



WIPA

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Jack Baugh	Vice President
William Markus	Recording-Corres. Secretary
Wally Lean	Financial Secretary
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# Support growing for anti-scab bills

**A**fter being struck by 2,200 members of the Newspaper Guild on Oct. 25, the *New York Daily News* ran a full-page ad saying it had "immediate needs for individuals who want to own, operate and direct their own work force selling newspapers." The ad said in large letters: "UNLIMITED INCOME." In a desperate attempt to keep the newspaper distributed, the *Daily News* recruited homeless people to work as street vendors.

"This is the lowest form of exploitation possible," Mary Brosnahan, the executive director of the Coalition for the Homeless, told the *New York Times*. Another shelter official added, "The *New York Daily News* has targeted the most vulnerable and the cheapest labor."

The *Daily News* strike, now in its seventh week, is the latest example of how employers are busting unions these days. The strategy works like this: a company forces a strike through unreasonable negotiations, and once the workers take to the picket lines, they're simply replaced.

Within minutes after union members walked off the job at the *Daily News*, a silver bus with Pennsylvania plates and cardboard covering the windows rolled up to the gates with replacement workers. The *Daily News*' \$24 million strike preparation program had begun.

Worker can't legally be fired for striking; however, under current U.S. labor laws the company can permanently replace the worker. In the early 1930s, the National Labor Relations Act and the Railway Labor Act specifically outlawed the discharge of workers who engage in a strike. But a 1933 Supreme Court ruling, *NLRB vs. Mackay Radio and Telegraph Co.*, established a "permanent strike replacement" doctrine, which has been used increasingly in the past decade to break unions and intimidate workers.

During the August labor dispute at Teichert Aggregates in Sacramento, Local 3 members saw for themselves how the permanent strike replacement doctrine works. When the Teamsters scalehouse weighers working at Teichert's rock, sand and gravel plant walked off the job in support of Local 3's strike, the company immediately threatened to permanently replace them. During the strike, Sacramento District Representative Wilbur Marshall and Local 3 members stood on the picket lines for several days realizing that something must be done to protect their right to strike.



Some 15,000 union members rally outside the New York Daily News.

In response to this disturbing trend, the AFL-CIO sponsored two anti-strikebreaker bills in Congress last February. H.R. 3936

in the House and S. 2112 in the Senate would prohibit employers from hiring permanent replacement workers during a labor dispute and would forbid employers

from discriminating against striking workers who return to their jobs once the dispute is over.

For the past nine months, the bill has been winding its way through the long legislative process. The Senate Labor and Human Resources Committee and the House Education and Labor Committee held hearings in June on the two bills. More hearings were supposed to continue after Congress returned from its summer recess after Labor Day. However, a hearing on H.R. 3936 scheduled for Sept. 19 by the House Labor-Management Relations Subcommittee had to be cancelled because five of the six employers turned down invitations to testify.

Subcommittee chairman and sponsor of H.R. 3936 Bill Clay (D-Mo.) had invited the top executives of Eastern Airlines, Greyhound, Phelps Dodge Corp., the *Chicago Tribune*, Kraft/S.S. Pierce and International Paper Co., but only IP representatives agreed to appear.

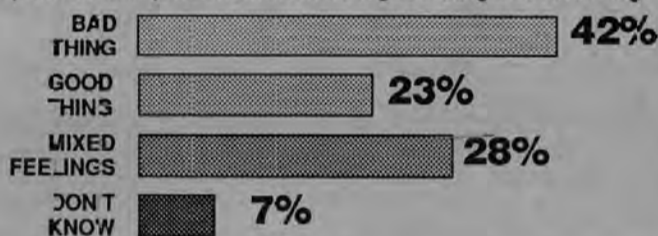
"I really wanted to hear from employers who got rid of their workers when they went out on strike," Clay said. "We have heard

very disturbing testimony about these employers. This was their chance to respond."

Executives from IP, which re-

## "No" to firing strikers

Are permanent replacement workers a good thing or a bad thing?



Survey of 1,000 adults taken in late January 1990.

placed 2,300 striking Paperworkers at three plants in 1987, told committee staff that the company would testify against the H.R. 3936. Earlier IP was among a handful of employers that spoke against S. 2112, which was introduced by Sen. Howard Metzenbaum (D-Ohio).

More than 18,000 union workers at Eastern—members of the Air Line Pilots, Transport Workers and Machinists—lost their jobs after the airlines hired scabs. Some 9,300 Amalgamated Transit Union members at Greyhound experienced the same fate. At the *Chicago Tribune*, 1,200 members of three newspaper unions were permanently replaced, as were 2,400 Steelworkers at Phelps Dodge Corp. and 250 Teamsters at Kraft/S.S. Pierce.

"Repeatedly, we have seen communities torn apart as replacements move in to take the jobs of the existing work force," Clay said. "Striking workers can do little but look on helplessly as bread is taken from the mouths of their families by scabs."

In another development concerning the two bills, the AFL-CIO

has filed a formal complaint with the International Labor Organization, charging that the U.S. practice of allowing employers to permanently replace striking workers violates the organization's rules. A decision in favor of the AFL-CIO could be a diplomatic

embarrassment to the Bush administration and could bolster the AFL-CIO's argument in Congress in favor of banning the use of permanent replacements.

The AFL-CIO argued that the fear of permanent replacement discourages workers from seeking trade union representation, which undermines freedom of association and collective bargaining, a violation of the ILO Convention 87 on freedom of association. Current U.S. law often thwarts the process of self-organization, denies workers the protection of a first collective bargaining agreement, provides an incentive for employers to destroy long and stable industrial relations, and results in loss of employment and representation for workers, the complaint said.

To restore the right of workers to keep their jobs when they go on strike, labor is working to build support for the two anti-strikebreaker measures through these procedures, public hearings and grassroots efforts.

In Alabama and Arkansas, the state AFL-CIO affiliated unions and religious, civil rights and community groups are mobilizing a grassroots network and letter-writing campaign in each congressional district, winning new co-sponsors for the measure. So far, H.R. 3936 has 188 co-sponsors and S. 2112 has 19 co-sponsors, including several Republicans. In Louisiana, resolutions have been adopted by the Bogalusa City Council and the Council of Washington parish calling on Congress to enact the anti-scab bill.

While the bills may not come to a floor vote this year, Local 3 members are urged to contact their congressional representatives and ask them to co-sponsor one of the two bills.



Heavy rains in 1969 inundated downtown Fresno, prompting officials to develop a rural flood control system, which Operating Engineers have been working on for the past several years.

# Damn those floods

*Operators are building Fresno's flood control system in record time*

By Steve Moler  
Assistant Editor

**A**fter four years of drought, a flood is probably the last concern of most Fresno residents. But the U.S. Army Corps of Engineers and the Fresno Metropolitan Flood Control District know that someday the rains will return and the run-off will rush down from the foothills above, threatening the city and farmland below.

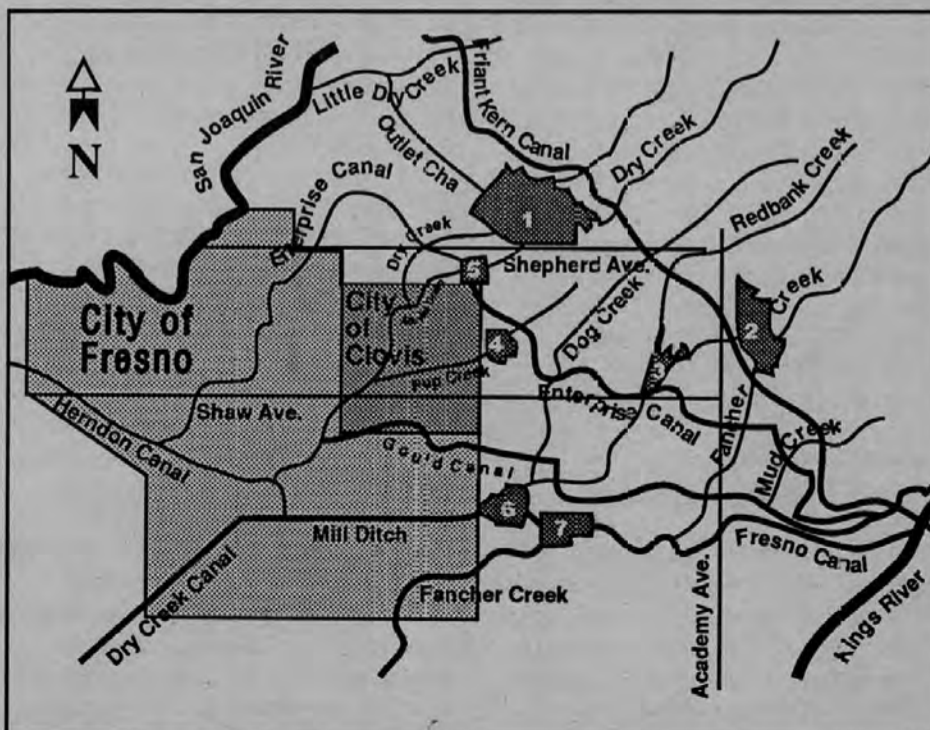
For the past two decades, these two agencies, in conjunction with several union contractors, have been busy constructing an extensive flood control system in preparation for the winter when nature starts making up for lost storms.

About every four years since the mid-1950s, heavy rains have caused the local streams to overflow and inundate farmland and urban development in the Fresno metropolitan area, causing millions of dollars in crop and property damage. In the late 1950s, the district responded to the problem by developing a flood control master plan, which called for the construction of a system of storm drains, canals, ditches, retention ponds, dams and reser-

voirs.

The district first developed an urban storm drainage system in the 1960s that consisted of constructing a network of underground pipelines, ponding basins and pumping plants to control run-off within the city. Operating

to constructing a rural flood control system designed to shield the city from dangerous flood waters flowing down from the Sierra Nevada mountains. A system of dams, reservoirs and retention basin to be built on the outskirts of the city was planned. The



Engineers did most of the heavy construction on these earlier projects.

Beginning in the late 1980s, the district turned its attention

to constructing the Redbank Creek Detention Basin, a 170-acre water storage facility located just east of the Fresno city limits. Union contractor Ball,

The project's initial phases in-

## Fresno Flood Control Projects

1. **Enlargement of Big Dry Creek Dam**  
*Job contract to be awarded in Aug. 1991*
2. **Construction of Fancher Creek Dam**  
*Under construction, estimated completion Sept. 1991*
3. **Construction of Redbank Creek Diversion**  
*Part of Fancher Dam project contract*
4. **Construction of Pup Creek Detention Basin**  
*Included in Big Dry Creek project contract*
5. **Construction of Alluvial Drain Detention Basin**  
*Included in Big Dry Creek project contract*
6. **Construction of Redbank Creek Detention Basin**  
*Completed in August 1990*
7. **Construction of Fancher Creek Detention Basin**  
*To begin some time in 1993*

involved constructing the Redbank Creek Detention Basin, a 170-acre water storage facility located just east of the Fresno city limits. Union contractor Ball,

Ball & Brosamer won the contract worth \$9 million. Operators began moving the 2 million yards of dirt in October 1989 and finished the job in August, one year ahead of schedule.

Two months earlier, Operating Engineers working for Dutra Construction Company and two subcontractors began the next phase: the construction of Fancher Creek Dam and Reservoir. Located east of Clovis and Fresno near the Friant-Kern Canal, the dam will control the flows of Fancher and Redbank creeks, which in the past have flooded central and southeast Fresno. The earth dam will have a maximum height of 44.5 feet, extend 2.9 miles and hold up to 10,000 acre feet of water.

Fancher Dam was estimated to cost \$15.7 million, but to the delight of district officials, Dutra's bid came in at \$11 million. "I am particularly pleased that the project's pattern of lower than expected construction costs was repeated again on the Fancher contract," said District Engineer Jerry Lakeman.

"The reduced flood flows along the creek will allow us to protect hundreds of homes, businesses and farms, and give us the ability to conserve the flood waters for use in our community," added District Engineer Alan Hofmann.

Dutra didn't waste any time in giving the corps of engineers and the district their money's worth. To move the project's 3 million yards of dirt more rapidly from the reservoir basin to the dam embankment, subcontractor Risso Brothers Earthmoving Company moved in a Holland 700 bottom cutter, two Holland 600 side cutters and two 120-yard hauler wagons, along with eight 660 scrapers, two 637s and a 633 paddlewheel. At the project's peak, Operators were moving about 30,000 yards of dirt a day.

At about the same time the dirt started flying, construction on the dam's toe drain began. Backhoe operators dug a trench to house a 24-inch diameter corrugated drain pipe. Nearby, construction on a cast-in-place concrete spillway was moving along smoothly. At press time, Operators have completed about 30 percent of the embankment.

The only unexpected problem encountered was some perched ground water that had to be pumped to a lower level. Despite a three- to four-week delay in some of the dirt moving, there was talk that Fancher Dam might be completed ahead of

schedule, a replay of the Redbank project.

The rapid pace with which all of these flood control projects are being completed, according to District General Manager Doug Harrison, can be directly attributed to "the contributions of an Operating Engineers local which has staffed the vast majority of the construction jobs on these two contracts."

"The completion of each phase of the project moves the community closer to full protection from the historic flood risk produced by the foothill streams," Harrison added. "Not only will major floods like the two experienced in 1969 be controlled, but major reductions could be made in flood insurance obligations imposed on the community by the federal government."

The Big Dry Creek Dam and Reservoir project, which will raise the existing dam seven feet to double the reservoir's flood control capacity, will be bidded in the summer of 1991. When Big Dry Creek and Fancher Dam are finished, Fresno will be able to cope much better with the heavy rains that will eventually come once the drought ends.

Right: The dam's spillway under construction in August.



Left: The dam's toe drain under construction last summer.



Inset: Backhoe Operator J. J. Steen working on the toe drain.



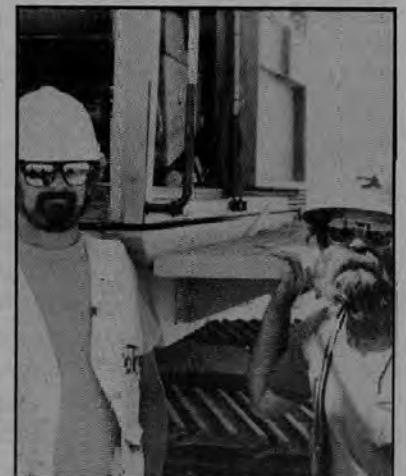
Left: A portion of Dutra's and Risso's crew at Fancher Dam in August. Later about 30 more Operators joined this crew.



Superintendent Larry Braden and Project Engineer Charley Boolin.



Survey Forman Fred Preston with District Rep. Pat O'Connell and Business Agent Bob Sheffield.



Surveyors Walter Carder and Greg Hodges.

# Reducing highway fatalities

*Operators work to make safer one of California's most dangerous highways*

*By Steve Moler  
Assistant Editor*

Local 3 Operators employed by Granite Construction are working on a realignment project on Hwy. 152 in Santa Clara County that's expected to save a lot of lives after the job is completed.

When motorists living in this area hear the words "Hwy. 152," images of mangled passenger cars smashed against the grills of big-rig trucks flash through their minds. Since 1970, more than 170 people have died and over 1,770 have been injured on this infamous stretch of highway extending from Gilroy past Casa de Fruta to the top of Pacheco Pass. On several occasions, entire families have perished in spectacular head-on collisions with large trucks.

Because Hwy. 152 is the only major truck route leading into San Jose from I-5 via U.S. 101, the road has one of the highest truck-to-car ratios in the state. In 1984, an average of 11,300 vehicles a day drove over Pacheco Pass. Five years later the figure jumped to 20,000 vehicles a day, 13 percent of which were trucks.

On an average day, more than 2,000 big rigs drive over the pass and make their way down the steep, twisty grade to U.S. 101. This deadly combination of high truck volume, steep grades and tight curves coupled with two-way traffic has made Hwy. 152 one of the most dangerous and lethal highways in California.

To improve the highway's overall safety, Caltrans decided several years ago to upgrade Hwy. 152 from a two-lane conventional highway to a four-lane expressway from Bells Station to the junction of U.S. 101 at Gilroy. Phase 1, from Bells Station to Killdear Creek just a few miles east of Casa de Fruta, was completed by Granite in February.

Now Granite is working on Phase 2, a 7.3-mile realignment extending from Killdear Creek to Hwy. 156. This \$14.9 million project involves 900,000 yards of roadway excavation and eventually laying down 120,000 tons of asphalt. Benco Contracting and Engineering has been subcontracted to build 10 bridges and an interchange at Casa de Fruta.

During the summer, Granite had as many as 32 Operators working six 651 scrapers, two D9



While heavy truck and car traffic pass on the old Pacheco Pass Highway, Local 3 hands employed by Granite Construction build the new version: a much safer four-lane expressway.



Granite's crew at Pacheco Pass Hwy. project.

and two D8 dozers, and an assortment of loaders, compactors and blades. Most of the work in the early stages involved carving out three road cuts totaling 650,000 yards.

Seismic studies done prior to the job indicated that large boulders laid beneath the top soil. So

Granite brought in a D11 to do the heavy ripping. The geologic studies turned out to be accurate, for some 20,000 tons of rocks—some the size of washing machines—were extracted from the three cuts.

"The dirt moving has gone real well," said Project Manager Jim

Radich. "We have a terrific crew out here. These guys are incredibly competent. The crew has definitely been a factor in getting the job done well."

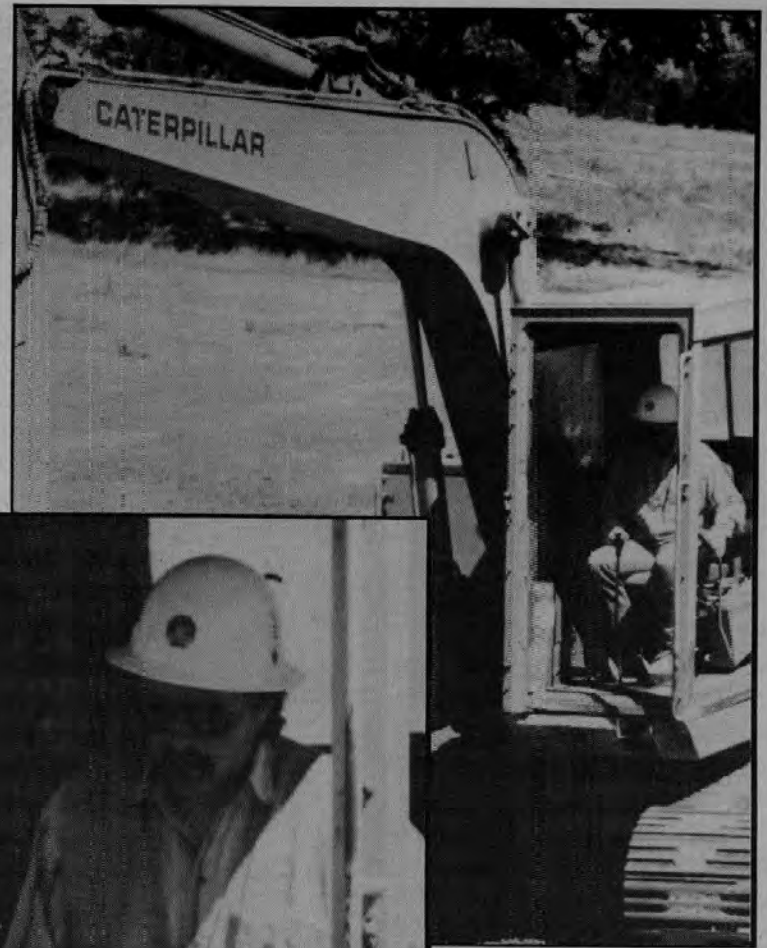
Road excavation and road base preparations will continue through the winter. In February, Granite will set up an asphalt plant and begin producing the 120,000 tons of B-mix asphalt. By October 1991, Phase 2 should be completed, with cars and truck moving more safely down this treacherous section of highway. The California Highway Patrol hopes that all the hard work Granite hands are putting into the upgrade of Hwy. 152 will, in the long run, save hundreds of lives.

"Operating Engineers are doing a tremendous job of getting us out of trouble," said Ron Chaffee of the CHP. "Already we're seeing a drop in fatalities since Granite completed the first phase."

The third phase, from Hwy. 156 to U.S. 101, is currently under environmental review and, if all goes as planned, could be completed as early as late 1994. Maybe then Hwy. 152's legacy of being one of the state's most dangerous highways will end.



Rocks are stored adjacent to the highway right-of-way before being hauled to other projects for use as rip rock and rock slope protection.



Backhoe Operator Dave Martinez

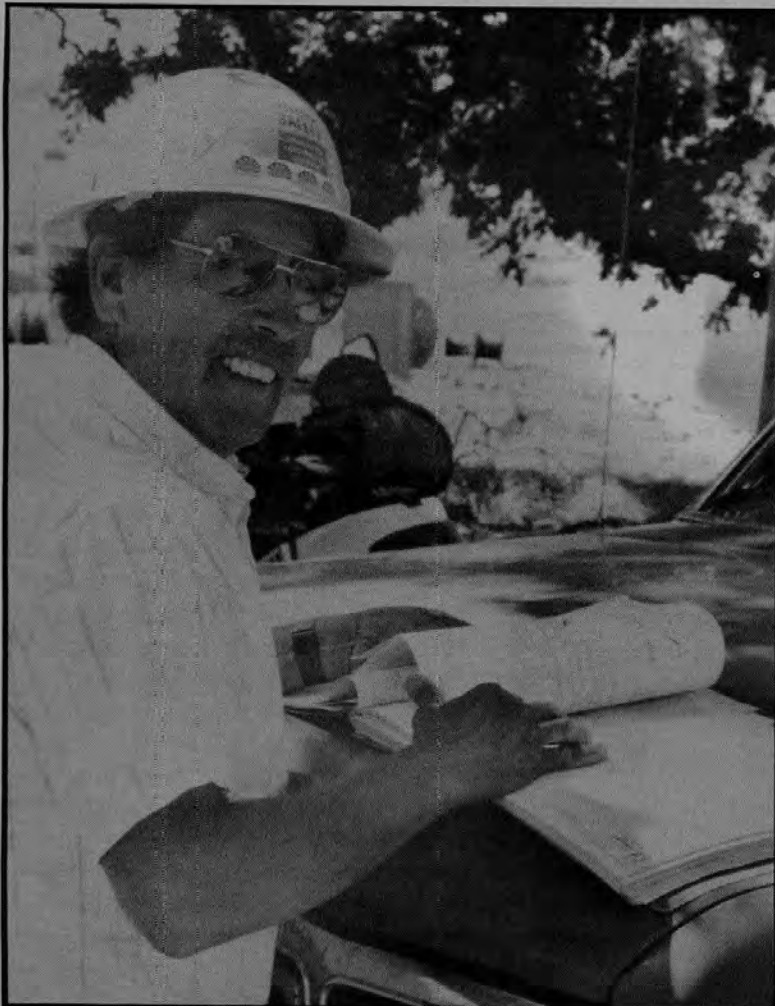
Below: Dozer Operator Tom Gomez.



Top: The largest of the road cuts requires 300,000 yards of excavation.

Left: Layout man Fil Munoz.

Below: 20,000 tons of rocks are removed and stored during excavation of the three major road cuts.



## YOUR CREDIT UNION

By Bill Markus,  
Treasurer

## New vacation pay policy implemented

There will be a change in deposits of vacation pay to credit union accounts in 1991. For

the past several years, vacation pay was transferred from the trust fund to the credit union on a 40-day cycle. In January, this transfer will revert back to a 70-day cycle. On Jan. 10, no deposits of vacation pay to credit union accounts will be made to allow for this transition. The new schedule allows for November hours to be deposited in February, December hours to be deposited in March, January hours to be deposited in April, and so on.

If you use your vacation pay to make your credit union loan payments, but because of the lack of deposit in January you will not be able to meet your obligation, please contact our special accounts department for assistance. You may be eligible for an extension agreement, which allows you to skip a payment for month.

## Gift ideas

Looking for the right gift? How about an American Express Gift Check? Gift checks may be used

not only for the holidays but for any special occasion when a gift is needed. The American Express Gift Check comes in denominations of \$25 and \$50. An advantage of giving a gift check instead of a store gift certificate is the receiver can spend the gift check anywhere. They are not limited to a specific store.

The American Express Gift Check is so convenient: it comes already wrapped in its own gold envelope with a gift card for writing a personalized message. Unlike cash or a regular check, the gift check is refundable if lost or stolen. Come by any of our credit union offices to purchase your gift checks.

Another gift idea that can be obtained at your credit union is a gift certificate for credit union membership. Credit union gift certificates make an ideal present for any and all members of your family. It takes as little as \$5 deposited into a savings account. As a member of the credit union, your family member can begin to benefit from the many services we have to offer, such as high-yield savings, free checking, low-interest rate loans and VISA cards. Contact any of our offices to request a credit union gift certificate for each family member. It's a gift that keeps giving for a lifetime.

## SAFETY

By Jack Short, Safety Director



## Anyone can practice Job Safety Analysis

Several safety manuals insist there is no such thing as an accident; there are only failures by

people to control their situation.

Machinery, equipment, vehicles, tools, timbers, structures are only inanimate objects and by themselves cannot cause an "incident." An "incident" occurs when the people who operate or maintain the equipment fail to do so properly. If the unplanned release of energy or hazardous material, which is an "accident," causes injury or property damage, this "incident" can be traced back to some individual or group of individuals who have failed to recognize the potential for this "incident" to happen.

Textbooks are full of definitions of "incidents," and they do bring home the point. Proper planning and anticipating under what circumstances an "incident" can occur goes a long way toward avoiding that accident.

Job Safety Analysis is based on the concept that any job can be broken down into a series of relatively simple steps that any hazards associated with each step can be identified and that solutions can be found to control

each hazard.

A detailed analysis of an accident will normally reveal three levels of causes for that accident: basic, indirect and direct.

At the basic level, Job Safety Analysis will reveal that accidents may be remedied by establishing meaningful safety policies, creating safety awareness and dealing with the personal and environmental factors that lead to accidents.

Indirect causes also may be identified and eliminated through Job Safety Analysis. Unsafe acts and conditions can be discovered and safe procedures developed before an accident occurs. Safety training and education programs, improvement in the work environment, and safe design and maintenance of equipment and facilities may be all it takes to prevent an accident.

At the direct-causes level, Job Safety Analysis addresses protection of people should an unplanned release of energy or hazardous material occur. Where possible, the quantities of available energy or hazardous material must be reduced. If the quantities cannot be reduced, the site should be reinforced and each worker protected with appropriate equipment and guards. This is also the level at which emergency procedures would be developed.

Making practical application of Job Safety Analysis is fairly simple:

1. Select the job to be analyzed.
2. Break the job into its basic steps.
3. Identify the hazards associated with each step.
4. Control each hazards.

The worker on the job should be kept actively involved throughout the entire process of Job Safety Analysis. The job breakdown, the hazards, and the solutions should all be discussed with the employee. The more the employee is involved, the more successful the Job Safety Analysis will be, and all can participate in safe production.

Reprinted from the September 1990 issue of the *Southwest Contractor*

## Farewell to beloved Business Rep. Bob Merriot

FRESNO — The facts alone cannot tell the story of Bob Merriot, a special and beloved man who died last month of pneumonia.

Prior to becoming a business agent, he was a scraper and dozer operator. All you dirt movers probably remembered him well. He maintained a lovable teddy-bear smile and had a happy-go-lucky attitude, always having nice words to say about everyone. While working as a business agent in the Fresno district, the staff appreciated him daily for his patience and good humor. He never made waves.

Bob kept abreast of community affairs and world events, as well as the intricate activities of

union business. He especially enjoyed the friendships he had with Local 3 members and staff. He made time for the important aspects in life and showed deep concern for his fellow man.

Bob leaves behind his loving wife Patsy, sons Shane, Dane and Bobby Jr., daughter Amber, his retired operator father Riley, three brothers and three sisters.

Bob will be remembered with warm hearts by a multitude of friends inside Local 3 and within the community in which he lived. Being able to leave behind a wealth of fondness has to be a top priority in any person's life, and Bob accomplished this.

Goodbye—for awhile, Bob.

Patrick O'Connell,  
District Rep.



Born: March 27, 1935 Died: Nov. 11, 1990  
Local 3 membership: since Sept. 1951  
Dist. 50 Business Rep.: 1970-1986  
Retired: 1986



## TEACHING TECHS

By Art McArdle, Administrator



## New hands-on schedule instituted

At last month's meeting of the Northern California Surveyors Joint Apprenticeship Committee, the members instituted a

series of hands-on classes to be scheduled once a month for a six-month period beginning Dec. 8 and ending May 11. These classes will be in lieu of the regular weekly evening class for that week.

**This is a mandatory class.** A special sub-JAC committee will be established to handle attendance problems if necessary. Class dates are as follows: Dec. 8, Jan. 12, Feb. 9, March 9, April 13 and May 11.

All classes will meet at their regular classroom sites with the exception of Pleasant Hill, which will meet at the Oakland classroom site. Correspondence students have been assigned to a class closest to their homes.

Some subjects to be covered include: basic skills, basic field operations, equipment and leveling, instruments and measure, topographic surveys and hands-on review. All classes will include topics on safety.

The NCSJAC feels there is a definite need for everyone to attend these courses, including the journey-level apprentices and journey upgrades who can assist the newer apprentices through the tougher parts of the hands-on courses. The NCSJAC wishes to



At a typical hands-on course, from left: Instructors Merle Ell and Mike Rennick and apprentice Cory Johnson from Redding.

thank all instructors for their help, input and desire to put such a program into effect.

Several employers have helped the program by furnishing equipment for use in these courses. They are: Creegan & D'Angelo, KCA Engineers, Herbert G. Pasarino and Meridian Technical Services. Without their support this program would not be possible.

We encourage you to put your

name on the out-of-work list when you are laid off, even if the layoff is only supposed to last a few days. Many times layoffs last longer than expected. Also, apprentices should let us know when they are recalled to their previous employer, and encour-

age employers to do the same.

We had an election last month, and the outcome may give us some interesting changes to apprenticeship in California. The apprenticeship community needs the help of the new administration to maintain a high standard of apprentices and for the apprentices to earn a fair wage.

The NCSJAC staff wishes you a Merry Christmas and a prosperous New Year!

## Emergency tunnel job under way

MARYSVILLE – Work in the Marysville area is still creeping along, which for this time of the year is good.

Morrison-Knudsen is moving into the Keddie area to begin work on an emergency railroad tunnel project after the tunnel was damaged by a fire. The job entails going on top of the tunnel to open up about 300 to 350 feet of the bore and remove some 200,000 yards of material. The rest of the tunnel will have to be rebuilt. This will be a seven-day-a-week, 10-hours-a-day job and will run through Christmas and New Years. This will be an excellent winter job for some of our brothers.

Ohbayashi Corp. has finally moved into high gear on its Fork of the Buttes hydroelectric project. Working three shifts, five days a week, crews have bored about 30 percent of the tunnel's 9,000 feet, with maintenance being done on Saturdays. We presently have over 20 Operators on the job.

Hood Corp. is still working in the Yuba City area and should be there until year's end. Teichert Construction is presently working in the Colusa area on a

(Continued on page 17)

## FRINGE BENEFIT FORUM

By Don Jones, Fringe Benefit Director



## Workers' Comp. clarification, income tax information

Season's greetings to all of you. May you, your family and friends enjoy this holiday season and thanks for your cooperation during the

year. Many thanks to the officers, district representatives and their staffs, and a special thanks to all the chapter chairmen of the Retiree Association: John Gardner, Bill Seeman, Butch Lafferty, Pete Ekbert, Fred Crandall, Bud Dalton, Ernie Sutton, Bob Wagon, Gail Bishop, Henry Willesen,

Yoshio Azuma, Lawrence Ramos and Joe Reinert.

**Your medical plan**

There has been some confusion among our members, particularly owners and owner-operators, about Workers' Compensation. Some people are under the impression that if you don't have Workers' Compensation insurance, you can use Local 3's medical plan to cover medical costs incurred following an on-the-job injury. **This is not true.** Any injury or occupational disease incurred during the course of your employment is covered under Workers' Compensation. You cannot substitute Local 3's medical plan for Workers' Compensation in any way. Workers' Compensa-

tion can be purchased by anyone. Please refer to your plan booklet for a list of other plan exclusions.

Another in-depth article regarding Workers' Compensation benefits will appear soon in this column (see this column, February 1989 issue, for prior Workers' Compensation article).

**Retiree Assoc. meetings**

Please join us for the Retiree Association meeting in your area. For those unfamiliar with the setup, the retirees meet two times a year in each area to discuss the goings-on of the union and the status of the benefit plans. Union representatives from the fringe benefit center, the trust fund office and the credit union attend each meeting

to give updates and to answer any questions you may have.

Come and join us at these meetings. You'll be able to meet some new friends and renew old acquaintances. The schedule is listed on page 18. See you there.

**Income Tax info**

1990 year-end summaries (W-2P form for pension payments, 1099-R form for lump-sum annuity payments), including the details of any federal or state income tax withholding you may have authorized, will be mailed to you by the end of January 1991.

If you note any discrepancies on your personal work records, contact the trust fund office or fringe benefit center.

# Sometimes the old way is still the best way

By James Earp, Managing Editor

**S**OMETIMES — EVEN IN THESE DAYS OF “HIGH TECH” SOLUTIONS — there just ain’t any better way to do it than the old way. B.K. Cooper of Cooper Crane and Rigging will be the first to tell you that when it comes to doing excavation work on soft ground, nothing can touch the venerable old dragline for getting the job done.

His company, which specializes in dragline work, has just put the finishing touches on a wetlands “mitigation” contract as part of a multi-million dollar shopping center project in Novato, CA.

The shopping center is located on a large marshy area just north of the Highway 101/37 interchange. One of the stipulations to building the mall was for the owner to create new wetlands habitat to replace that being taken by construction of the project. That’s where Cooper Crane and Rigging comes in.

B.K. Cooper started up his company about 17 years ago with a single dragline digging manure pits for dairymen and cleaning out irrigation ditches for hay farmers. But as environmental issues became more prominent, that kind of work was curtailed as more and more restrictions were placed on the farmers.

“But all of a sudden it flopped where a lot of marsh restoration is taking place for the cities and counties,” Cooper told Engineers News. “We just blended right into this marsh restoration work and the habitat is really starting to come back.”

Cooper started working on the shopping

mall project in July. Using three draglines and some of the best dragline operators in the business, Cooper excavated new channels and built up some islands with the material. When the project was completed last month, over 500 acres of new wetlands habitat was ready to become a new home for marine wildlife.

Cooper insists that, even with all the improvements that have been made in earthmoving equipment, he would not have been able to get the job done without his dragline operators.

Running dragline is becoming a “lost art,” Cooper says. “At the turn of the century drag cranes did almost everything. Now with the advent of excavators and concrete pumpers, draglines have lost a lot of their work, but there will always be a need for draglines. It is a machine that can work in soft ground and ground that nothing else can get out into. It’s a far-reach piece of excavating equipment.”

“I learned from an oldtimer that was about 65 years old when he taught me what he knew,” Cooper says. “Three of our operators are at retirement age or past. ‘I think between them they have about 150 years in Local 3.’ The three operators Cooper had working on the Novato project were 40-year member Charlie Page, 42-year member Hubert Mynatt and 13-year member Brian Olynik. He has high praise for their skills.

Charlie Page is operating the first dragline we come to. As we approach, even an inexperienced observer can’t help but notice the steady and smooth motion of the machine.

“Charlie is the most confident and experienced Northwest crane builder on the west



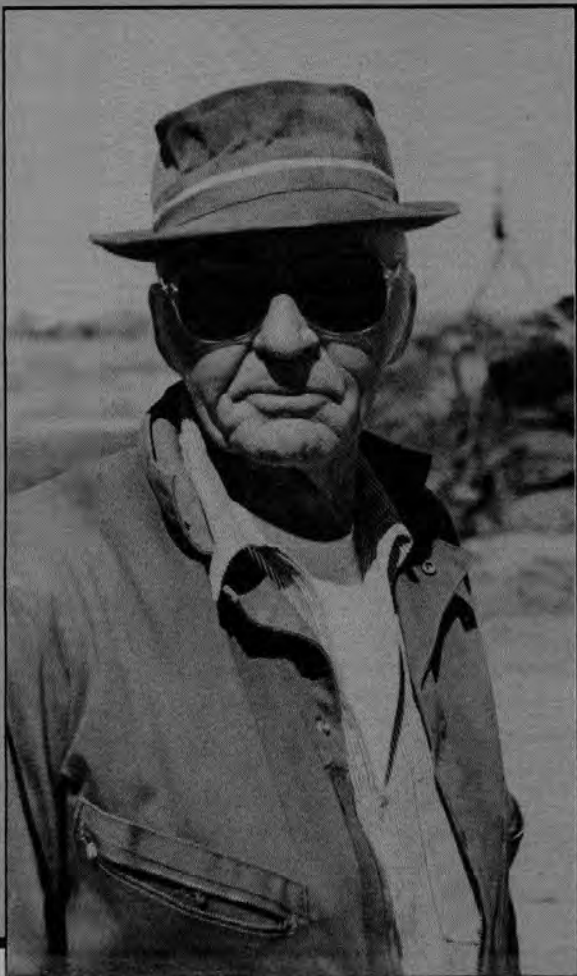
***“If you’re going to carve a turkey, you have a knife in your hands and you’re making nice slices. With a dragline, you’re carving that same turkey except your knife is suspended by two cables.”***

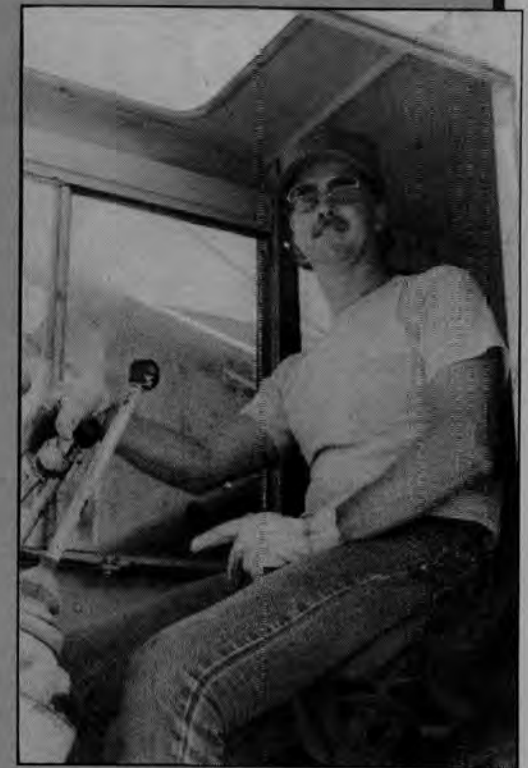
coast,” Cooper says. “People from all over call and ask his opinion. And he really understands the machines because he’s taken them apart so much. It’s like a guy that rebuilds a car all the time. He really knows all the insides.

“Charlie is a great hand. I’ve got cranes stuck and had breakdowns and I’ve called old Charlie at night and he’s got me out of trouble.”

Page was born in the Bay Area. “My father belonged to the ‘45ers’ hoisting and portable local,” Page says. “I run shovel and dragline ever since I started working. Never did run anything else.”

What’s the most important thing to do on the job?





Veteran Local 3 operator Charlie Page (left) gets the job done with his Northwest rig. Pictured above are (left to right) Jerry Foursha, foreman; B.K. Cooper, owner; Mark Plunk and Local 3 BA Ted Lyman. Pictured far right is 13-year member Brian Olynik. In the lower left corner is 42-year member Hubert Mynatt.

What does it take to run a dragline?

"A dragline is a crane but it isn't," says Mark Plunk, a Cooper employee and 12-year Local 3 member. "To me it's almost a miracle machine - what it does and what it can do if you have the ability to master it. It's the fastest moving crane I've ever run. A lot of cranes you have time to light a cigarette, wait for your load to move, but these things are constant. It's just a constant motion. You're always doing something and I enjoy it. I've run a lot of different cranes, Derrick cranes, clam shells on barges, on shore. But with these here, your day goes by quick. You're constantly

moving. This slope is approximately 2:1 and the job calls for 4:1. He's got to flatten the slope. It's a real difficult task just to shave a little off."

Olynik climbs down from his rig to take a short break. "I've been working about 13 years," he says. "I started out in the shipyards, then I started doing dirtwork. I knew Cooper when he was starting up his business so when he got another machine I came to work for him.

Learning dragline "wasn't too bad," Olynik says. "It's just getting your grades and slopes and all. You can get up and run the machines if you know about cranes and stuff. As far as making the bucket do what you want it to do, that's something else. But I hold my own."

Finally we come to Hubert Mynatt, the last but certainly not the least member of the dragline crew.

"Hubert has the most finesse of all the dragline operators," Cooper says. "He cuts slope and works in areas that are really tenuous and dangerous. On soft areas, he can dig out an amount of material and load it out very carefully. He really has a touch."

"I joined Operating Engineers in 1948," Mynatt says. "I've been doing this since I was 16 - crane and dragline operator. Most of the time I spent on the crane. The reason I got back into dragline work here is that you die of old age in the hole before you get out.

"I believe I can truthfully say this, that I'm the best in the business as a crane operator 'cause I probably set more steel and more concrete than anyone else in the business," he adds. "I like dragline work, because I'm in control and if things go wrong it's my fault.

What advice would he give to a younger Local 3 member?

"One thing young people ought to think about is that the longer you do dragline work, the better that bucket will act for you. First time I ever tried it the bucket about got in the cab with me. Also, learn everything you can. Don't specialize in one particular thing. You have to be able to do it all.

If I were starting out today, I'd still learn the dragline. If you're good at it, you don't sit in the hall."

"You try not to get stuck on every job," Page says with a grin. "You really enjoy the first three or four hours of each day and after that it's just work."

"This particular machine here is a Northwest," Cooper says. "It's probably 40 years old and it's just like the motor sounds - a club. No way is this rig going to go on a job and lift pipe and set concrete. It's just a diggin' fool. That machine at maximum will be rated at 60 tons and yet it weighs almost 150,000 lbs. You could get a 60-ton lifting machine that might only weigh 100,000, but it won't hold up. This Northwest will sit and swing that bucket all day long."

Technically, any crawler can be converted into a dragline, according to Cooper, but some cranes are better suited for dragline work. "An American crane might have three models that will lift 40 tons, but the lightest duty one just barely lifts the 40 tons," Cooper explains. "To run a bucket all day long would burn the machine up. The medium size one will run that bucket, but not too long of a boom and the big heavy duty one can run the bucket all day long and not sweat, yet they're all rated 40 tons. With dragline they have duty-cycle ratings. It's a pound rating that this crane can work all day long at a certain radius. So dragline are usually rated in yards. This Northwest is a 3/4-yard dragline."

moving."

"You have two drums on a dragline," Cooper adds. "You have a drum that runs the cable lifting, you have a drum that pulls the bucket in and between those two the operator's setting the bucket down. You have one hand and one leg per each one and it's like playing the drums. You're doing this all the time. You very rarely see an over-weight dragline operator. They're just working too hard.

Cooper compares running a dragline to cutting a turkey. "If you're going to carve a turkey, you have a knife in your hands and you're making nice slices. With a dragline, you're carving that same turkey except your knife is suspended by two cables.

"Of all the equipment I've ever run, dragline is the most fun," Cooper says. "It's the most challenging. You're constantly casting out to a certain spot, then you have to set the bucket right and reel it in, and make a nice slope as you do it. Each cast is a challenge. Just when you think you got it right, you cast out and your bucket falls over and it takes you a while to get it back in shape."

Next we come to Brian Olynik, the youngest member of the crew.

"Brian is the first dragline hand that we've ever taught," Cooper says. "He's homegrown. What he's doing right now is probably one of the most difficult tasks. He's re-grading an ex-

## NEWS FROM THE DISTRICTS

# 'Thank God I was able to join a union'

MARYSVILLE – Sitting at my desk trying to write an article for *Engineers News* seemed to be more difficult this month than usual. A feeling of depression kept creeping into my thoughts. I was trying to compile a list of facts to report on, but only negative thoughts came to my mind, issues like what challenges face unions now that the 1990 general election is over.

Wadding another piece of paper and tossing it at the waste basket, I glanced at the calendar and noticed there were only three more days until Thanksgiving. I thought to myself, what do we have to be thankful for?

As I sat there a few minutes working on that thought, I suddenly began to get excited and to write down reasons for thanks giving.

I thank God that as a young man I was able to

join a union and to have the respect and dignity that goes with membership in such a great movement. My family and I have always been thankful that I earned fair wages, health and welfare and a pension.

But as I sat there thinking about it, I realized that those basic needs are only a small part of the things organized labor has done for us. Unemployment insurance, workers compensation and health and safety laws are all the things our unions are fighting for, and as I am certain this historic struggle will continue, I am very thankful to be a small part of it.

I would like to wish all of you a Happy Holiday season and personally recommend taking a moment of your own time for thanks giving.

*Dave Coburn,  
Business Rep.*

# Local 3 members deliver bikes to needy children

MARYSVILLE – Santa Claus has inducted Local 3 employees and members to help deliver bicycles to underprivileged youngsters this Christmas Eve. The bikes were donated to us by the Yuba-Sutter Bicycle Club, which has used our hall for the past year or so to hold its monthly meetings.

Local 3 got involved with the bicycle club as part of the Community Help Campaign started by our Volunteer Organizing Committee. Club members represent people from a wide coalition of our community. They repair and restore used bikes to almost new condition from donated parts and then give them to those who can't afford to buy a bike.

The Big Brothers and Big Sisters programs have also assisted by helping to locate youngsters that would face an otherwise bleak Christmas because Santa and his helpers don't know where they live.



The Yuba-Sutter Bicycle Club donated these bikes to Local 3 for distribution to needy children.

Anyone who would like to help make a brighter Christmas for these children can contact the Marysville office. Being able to help and to give to others are by far the most rewarding experiences one can have at any time,

especially at this time of year.

From all of the Marysville office staff, we wish you all a very Merry Christmas and a happy New Year.

*Darell Steele,  
District Rep.*

## Scholarship Contest Rules Announced for 1991

### General rules & instructions for Local 3 College Scholarship Awards 1990-1991 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 1990), or (2) the spring semester (beginning in 1991), 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, 1991 and March 1, 1991.

#### 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, 1991.

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

## NEWS FROM THE DISTRICTS

## Some jobs linger into winter season

SACRAMENTO – With winter just around the corner, work in the Sacramento area is slowing down.

Granite Construction has completed most of its work in the Harding-Stanford Ranch area in Roseville. Granite, Sage, Lund and R. C. Collet are all picking up small contracts at the NEC computer plant in Roseville.

Teichert is doing some subdivision and underground work on Foothills Blvd. in Roseville. Syblon-Reid is relocating Vernal Pools in the same area.

Kiewit Pacific is nearly three-fourths of the way through its elaborate subdivision project off Base-line Road in Roseville.

Granite is the apparent low bidder on the \$36 million shopping center going in between Hwy. 65 and Harding Blvd. Malloy-Greenhalgh, Lund and Teichert are still working on subdivisions in the Stanford Ranch area.

Granite Construction has been awarded nearly \$10 million of work for streets and underground at McClellan Field. The work will be spread over the next three years.

R. C. Collet is preparing to put its gravel plant back into operation in the spring. This is keeping about 12 operators busy every day, weather permitting, of course. Collet has renewed a permit for its hot plant.

Industrial Asphalt's state-of-the-art hot plant in Roseville is about to go on line. The crew is working diligently to take all the kinks out of the new plant. R. J. Miles of Colfax and Joe Chevreax of

Meadow Vista still have full crews working.

The weather at Squaw Valley will soon put most of the equipment operators at the Olympic Village resort out of work until spring. Helms Construction, Pankow and Perata Excavation have worked at the village for the last two years building new ski lifts, hotels, numerous waterfalls, a golf course and artificial lakes.

We hope money from Props. 111 and 108 will start to show up this spring, and that we will have adequate rain to continue our subdivision work. The only positive effect from the drought is the movement towards constructing the Auburn Dam.

The staff in the Sacramento office would like to wish you and your family a Merry Christmas and a Happy New Year.

*Gary Wagon,  
Business Rep.*

## Big pipeline project begins

SALT LAKE CITY – The Kern River natural gas pipeline project, which the Kern River Gas

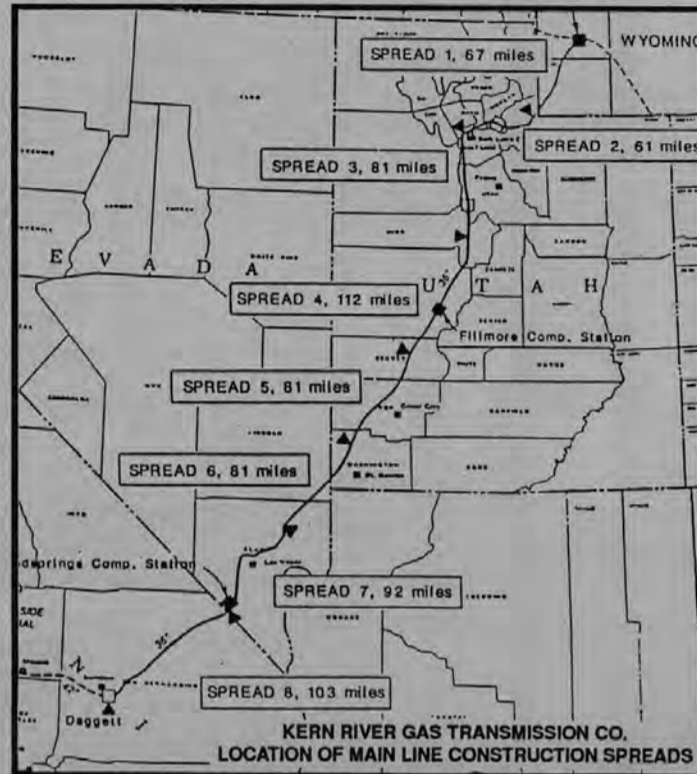
estimated 3.2 billion barrels of recoverable oil, which must be heated to be extracted. The pipeline is expected to be in service by January 1992.

The start-up date for Spread 6, an 81-mile section from Washington County, Utah to just northwest of Las Vegas, Nev., is

pipeline hand and are interested in, contact the Utah dispatch offices. We may be putting together a training program just for pipeline work.

We'll be seeing you on the spread.

*Virgil Blair,  
Business Rep.*



Transmission Company initiated in early December, is the project we've been waiting for. This job has been planned for some time and talked about even longer.

The 904-mile pipeline will extend from Opal, Wyo. to Daggett, Calif., providing natural gas primarily to generate steam for enhanced petroleum recovery in the Kern County, Calif. oil fields. Those fields contain an

scheduled for the last week in December. Spread 5, also an 81-mile section, will run from Washington County north into Beaver County and should get underway in late January. The rest of the spreads will start up next spring. All told, we have over 400 miles of pipe to lay in Utah.

This job will keep our hands working this winter and all of 1991. If you are inexperienced as a

## Dispatchers play vital role in union

SALT LAKE CITY – Over the last few days I've again seen the role Local 3 dispatchers play and the important contribution they make to the union. Having once held this position myself, I want to thank the dispatchers throughout Local 3 for their good work and their assistance to the agents and other staff, as well as the assistance they provide to our members.

Utah's dispatchers, and those in other districts, are the first—and sometimes the only—contact people have with Local 3. The attitudes they present and the assistance they give to members and the public most often go unsung. My thanks to all of them for their perseverance and attention to duty.

The public relations part of the dispatchers' position is usually overlooked and should be stressed as one of the most important. The influence of this one person cannot be overstated when it comes to the union's image.

My thanks again to all dispatchers putting forth the effort to make Local 3's offices the finest union halls in the country.

*Virgil Blair,  
Business Rep.*

## 'Slowdown' describes work picture

SANTA ROSA – Here in Lake and Mendocino counties we have received very little rain. This time of year we normally have 6 inches, but only 1 inch of the wet stuff has fallen to date. This is the fifth consecutive dry year. Can it be that we've managed to change California's climate?

Our work picture can be describe by one word: slowdown. Our out-of-work list grows daily. Most crews are buttoning up late fall projects and are reluctant to begin new ones. A street gut-section can easily turn into a small lake this time of year.

We have some good news for spring, however. Mendocino County is looking

at the \$42 million Cloverdale Bypass and a \$12 million section of a four-lane expressway near Squaw Rock on Hwy. 101. This latter project, to be bid in June 1991, will involve moving about half a million yards of dirt. In addition, a \$3.5 million road job in Willits was awarded to Ghilotti Brothers, and a \$2 million Hwy. 101 project near Laytonville was awarded to Parnum Paving.

Lake County will be soliciting bids on several large construction jobs. Lakeport has plans for a \$10 million sewer upgrade, and Hidden Valley is considering a \$12 million sewer and water sys-

(Continued on page 15)

## NEWS FROM THE DISTRICTS

# New rail line part of North Coast vision

**EUREKA** – In order to break the North Coast's shipping isolation and dependence on slow, twisting highways, a group of economic development visionaries are proposing a \$250 million Eureka-to-Red Bluff mountain top rail line that would link up with a large container ship port.

The main line would follow the South Fork mountain ridge, which is the longest unbroken ridge in North America, according to the Humboldt Bay Alliance for Economic Development. The plan actually dates back to at least 1914, when the ridge route was surveyed with a similar idea in mind. But the need is greater now than in 1914.

The North Coast can no longer afford to depend on the timber and fishing industries. Therefore, Eureka must exploit one of its untapped resources: its proximity to the Pacific Rim. We're two days closer by ship to the Orient than any other port on the West Coast. But to develop a port we'll need fast, reliable transportation to move the cargo to inland California, the East Coast and Europe. That's why the rail line is so important.

A container port would be a clean operations, and international companies may be tempted to open offices on the North Coast. The alliance, hop-

ing to find the financial backing for a \$100,000-plus feasibility study, has estimated some of the costs and benefits of a railroad to Red Bluff.

The new railway would start in Crannell, just north of Little River State Beach near McKinleyville, and proceed for 125 miles from ridge top to ridge top until it reached the Central Valley. The rail line would cost about \$2 million per mile to lay or about \$250 million. There would be additional costs of up to \$200 million to buy parcels from 35 landowners, including timber companies and the state.

Proponents say if government support leads to a favorable proposal and major investors, the line could be operational within 10 years.

In other district news, the work picture in the Redwood Empire has slowed to a snails pace with winter starting to set in. On the third and final phase of the Redwood Bypass, Kiewit Pacific and Tutor Saliba are working under time restrictions. They cannot

start work on the project until May 15, 1991, and they have to be off the project no later than Oct. 15, 1991, regardless of what the weather is like.

### Local 3 sponsors another winning team

We all know that our union sponsors the San Francisco Giants, the San Francisco 49ers and the Oakland As. But what you may not know is that we also sponsor another winning team: an under-eight soccer team in Eureka. The team's name, Operating Engineers Local #3, is under the guidance of coaches Bill Burns and Dave Chang. This team had a near-perfect season record of 9 wins, 0 losses and 1 tie.

This community involvement by our union is necessary to teach the benefits of organized labor to children. It is teamwork, organization and hard work that wins games, elections and gets jobs done. It is also good public relations to show the communities that our union is investing time and money in our youth.

*William Burns,  
District Rep.*



Local 3 sponsors this Humboldt Youth Soccer team.

# Next year's work outlook uncertain

**SANTA ROSA** – I would like to apologize for not writing an article in last month's issue. I was busy working on the election and handling some problems our members had in the field.

I would like to thank those volunteers who helped me get our message out to the public before the election. These volunteers put in a lot of extra hours working on phone banks and helping with place cards and leaflets.

A lot of people have asked me what the work picture looks like for next year. There are too many variables to give a concrete answer. The publicly funded jobs will be there next year, but bidding

will be very competitive because of contractors' need for work.

The defeat of Measure B told us that people who don't want any more growth will possibly affect the private market with the enactment of building moratoriums.

Some superintendents from our union contractors feel there will be more work next year, but we'll have to travel to get to it. They also feel the money is out there, but it's a wait-and-see attitude due to the problems with the Persian Gulf, the saving and loan industry, Sonoma County sewers and the drought. The work picture right now is slowing down. As the contractors finish their jobs without new ones to start, we get more members on the out-of-work list.

Ghilotti Brothers is still working on the Skyfarm subdivision in Fountain Grove and is finishing up on the Bicentennial Extension. Ghilotti is planning to start a project on Hwy. 12 at Fulton Rd., possibly by the first of the year.

Don Dowd Company is still working on Annadel Heights in Santa Rosa. It has the streets in and is working on the house pads. The North McDowell Blvd. project in Petaluma is proceeding slowly. If only PG & E and every one else would get out of the way, the the job could get finished. Dewayne White is starting a \$200,000 project on Rockpile Road. Hermsmeyer Paving has several projects it will be working on before the rains start, including the 7th Street garage, Kaiser Hospital, the medical building in Santa Rosa, and the "R" section of Rohnert Park.

I plan to start a grade-checking class at the hall at the end of January or the beginning of February. If you are interested, get your name on the list at the office.

I would like to close by extending a holiday wish from the Santa Rosa district office to all of you for a happy holiday and a prosperous New Year!

*George Steffensen,  
Business Rep.*

## NEWS FROM THE MINES

## Young Democrats help with Labor Day parade

ELKO – At Elko's Labor Day Parade on Friday, Aug. 31, the newly formed Elko County Young Democrats helped Gov. Bob Miller with his balloons and handouts. The Young Democrats Chairman Delmar Nickeson said the group did a great job of helping fill over 5,000 balloons for the parade, distributing boxes of literature and throwing candy to children along the parade route.

Because the Young Democrats did such a good job at the Aug. 31 parade, Gov. Miller called on the group to help with the Winnamucca Parade the next day.

Many of these youngsters are children of Local 3 members here in Elko. In appreciation of their work, Gov. Miller has invited the

Young Democrats to the governor's mansion for lunch and has sent them thank-you letters.

Toni and Susan of the Elko women's slow-pitch softball team, which is sponsored by Local 3, show off the team's second place trophy for the 1990 season in front of the Local 3 union hall.



## A daughter's Cinderella season

ELKO – Five-year-old Venessa Ainsworth, daughter of Local 3 member James Ainsworth, has been competing in the Cinderella Scholarship Program in Elko and throughout Nevada. With support from Local 3 and other local businesses, Venessa advanced to the Nevada State Cinderella Title in Las Vegas. The pageant consisted of five fun-filled days of parties and competition for over 350 girls ages 3 to 17. At stake was the chance to carry the title and win a \$1,500 scholarship, as well as prizes and the opportunity to tour Nevada. The overall winners also won trips to Orlando, Fla., where they will compete internationally for over \$60,000 in prizes and scholarships.

Venessa did great in Las Vegas and became Nevada's Cinderella Tot. She will travel during the year to perform and be recognized as royalty for Nevada.

As Venessa's parents, we are very proud of her and owe a lot to Local 3 for its support of Venessa and the Cinderella Program. This has been a great learning and growing experience for Venessa. She thanks the union.

*Kimberly and James Ainsworth*



Venessa Ainsworth



Above: At the Elko Labor Day Parade August 31, members of the Young Democrats help Governor Bob Miller. From left: Allyson Mackelprany, Maegen Nickeson, Gov. Miller, Heidi Dean, Lindsay Lav, Heather Dean and Angie Walborn.

## 'Slowdown' describes work picture in Santa Rosa

*(Continued from page 13)*

tem improvement for 1991 or thereafter.

Also, I've heard of a large 600-unit subdivision near Lower Lake that will include a golf course and a small lake. There are rumors of an additional 400-unit housing project near Clearlake Oaks. Valley engineers have picked up a half-million dollar water re-injection system

at the Gerysers that should start soon.

Oct. 26 was "good-bye day" for Manuel Spessarc, a long-time superintendent for Ghilotti Brothers. "Peaches," as Manuel is called, was honored with a huge, 90-guest retirement dinner at the Broiler Steak House just north of Ukiah. Many of his friends gave farewell speeches. Among the guests were retired District Rep. Chuck Smith, Pro-

ject Manager Hal Stober, Dave McCracken, head of heavy equipment for Ghilotti Brothers and, of course, Mario Ghilotti.

Peaches, a 37-year Local 3 member, was presented with a gift certificate for a new saddle. Last year his crew gave him a gold Local 3 anniversary belt buckle as an early retirement gift.

Manual plans to use his well-deserved leisure time to build

some new corrals and horse stalls, and to get even more involved in church work. Manuel's wife, Hazel, is a talented and widely known gospel singer. Both of the Spessards work very hard to feed about 300 needy people each month.

We all wish you the very best retirement ever, Manuel!

*Bob Miller,  
Business Rep.*

## NEWS FROM Rancho Murieta training center

## Safety Guards

# Is ignorance bliss?

*What you ignore may hurt you and someone else*

It was summer in Northern California more years ago than I would like to admit. I was working for a small contractor that was doing the excavating for a power house. As I reflect on this experience, I'm still amazed at the outcome.

Four Operating Engineers were on the job: a crane operator, a mechanic, a loader operator and I. The rest of the crew consisted of ironworkers, laborers and cement masons. I had become acquainted with the loader operator because both of us were working away from home and didn't really like it very much. Bill was a pretty good operator, a guy who was quick with a joke and loved country and western music. Willie Nelson, pepperoni pizza and draft beer helped him ease the pain of being away from home.

One Tuesday morning, Bill and I were driving to work from a trailer park where we were staying. I could tell Bill had been out pretty late the night before—with Willie, pepperoni pizza and draft beer. I had to roll down the window to ventilate the cab from all the chemical reactions taking place in Bill's digestive system.

Bill clutched the steering wheel and stared through the windshield into the early morning darkness, the pickup seemingly directed only by the ditches on each side of the road. In the interest of self-preservation, I told Bill to pull the truck over before he



turned us into a Kenworth hood ornament. After I took over, Bill immediately checked out, snoring with his mouth open wide enough for a dentist to do a complete examination.

About 45 minutes later, we pulled onto the job site. Bill's condition had not changed much, except that his snoring sounded like some guttural noise from the movie "The Exorcist."

I always started my shift an hour or so early to get everything serviced and ready for the day. I figured another hour of sleep wouldn't hurt Bill. It was about 10 a.m. before I saw Bill again, perched on his 966 loader, his face terex green and his eyes resembling his beloved pepperoni pizza.

He was back filling between the power house walls and the sides of the excavation he had helped prepare some six weeks

earlier. On about the third pass he jumped from his loader and ran for a nearby tree, unloading some of his half-digested pepperoni pizza.

Lunch time arrived, and as usual, Bill and I gathered with several laborers and ironworkers. Over the weeks on the job, Bill and I had often smelled a pungent smoky odor that made us suspect these guys were smoking dope on the job. Our suspicions were confirmed moments later.

A laborer Bill had come to like walked over to where we were sitting, and noticing Bill's pale face, offered him a joint thinking it would give Bill a quick lift. "If you haven't noticed," Bill quipped, "I'm back filling right over your head." As we closed up our lunch boxes and headed back to work, Bill shook his head and said, "Do you believe that jerk? He's just a damn hippie anyway."

Later that hot afternoon, I saw Bill coming with a load of back-fill material. He was sweating like crazy and his eyes seemed at half mast as he approached the excavation. Easing to the edge, he began dumping the material to the laborers below.

There were five laborers between the power house wall and the sides of the excavation directly below Bill. One of them motioned for Bill to back up. I saw Bill's hand move toward the transmission lever, but before he touched it, he accidentally released the brakes. The 966 lurched forward over the edge. One of the laborers, Bill's friend who had the joint, stood directly under the bucket as the loader dropped over the edge. The laborer looked up, made two distinct steps back, dropped his shovel and froze in his tracks. The rest of the laborers without hesitation took the only escape route as the loader plunged into the excavation, wedging the bucket between the power house wall and the side of the excavation, with the rear wheels resting on the upper edge of the excavation.

A huge cloud of dust obscured everything. As the dust cleared, I ran to the edge of the excavation fearing the worst. I could see abandoned whackers lying on their sides like convulsing R2-D2s from "Star Wars." Bill's laborer friend was standing in knee-deep dirt with his mouth agape. "Wow, far out!"

was his first response.

I frantically looked for Bill. Because he had a habit of not wearing his seat belt, I was sure he had been thrown off the loader. He was nowhere to be found in the bottom of the excavation. I continued to search until I saw him draped motionless over the steering wheel. As I climbed up to the loader, Bill slowly turned his head, looked up at me and said, "God, did I kill anyone?"

Miraculously, no one was killed or badly hurt. Bill received some bruises and the laborers suffered only scrapes from scrambling away from the falling loader.

I have relived that accident many times searching for reasons why Bill made that basic error. Only luck saved that laborer as he stood frozen in panic. What circumstances were at work that caused this incident? I knew from the time we left for work that Bill wasn't one-hundred percent. What about the laborer who offered Bill the joint at lunch? Bill was adamant about not doing anything during work hours that would have impaired him, but what about the night before?

I'm sure neither Bill nor the laborer felt they were abusing their recreational drug of choice. But where does use become abuse? And finally, being aware of the conditions that lead to this incident, and having done nothing, do I bear any responsibility for what happened?

Gene Herndon,  
Circriculum Coordinator



## Boycott

# Toys-R-Us should be called Shoddy-Is-Us

Local 3 is urging all its members to boycott Toys-R-Us stores, particularly during the peak holiday season.

The toy store chain is constructing a \$22.5 million warehouse in Joliet, Ill. with non-union workers and paying them far below the prevailing wage. The company has a dismal record of building its facilities with cheap labor and taking advantage of students, women, older workers and minorities by paying the lowest possible wages.

Toys-R-Us also buys the cheapest possible products from overseas. Unfortunately, some of the most popular toys that shoppers hope will bring joy to American kids instead symbolize abuse and drudgery for millions of children working overseas.

More than 70 percent of toys sold in the United States are manufactured or assembled overseas, mostly in Hong Kong, Taiwan and China. Many of the toys produced in these countries are made by children under oppressive and often dangerous working conditions. Thousands of children typically work 14-hour days, seven days a week and

earn from \$10 to \$30 a month. If the label shows a toy to be made in one of these countries, chances are it was made using child labor.

With thousands of workers toiling long hours to produce goods for the U.S. market, workers in garment, electronics, toy and other industries in this country will see their wages fall and their jobs eventually disappear.

For these reasons, Local 3 is asking you not to buy from this store. Please tell your family and friends not to patronize Toys-R-Us.

## HONORARY MEMBERS

As approved at the Executive Board Meeting on November 18, 1990, the following retirees have 35 or more years of membership in the Local Union, as of November 1990, and have been determined to be eligible for Honorary Membership effective January 1, 1991.

James Aldax, Jr.	0503219
C. C. Alexander	0848332
Andrew Anderson	0787985
Leo Bachman	0702331
John Bottani	0854093
Cecil Brown	0657764
Max Buhle	0863707
Edward Carey	0736317
Robert Clary	0754438
Kayle Cummings	0848350
George Elmore	0863734
Reed Fietkau	0828698
A. W. Flores	0863742
Joseph Henriques	0635566
Boyd Hone	0863886
Joseph Jensen	0779321
Timothy Lairby	0636228
John Leydens	0747785
Gilbert Machado	0519725
George Machado	0838821
Jack Mauser	0736490
Roy Moore	0668792
Charles Pedro	0674766
F. G. Reese	0863807
Ray Roberti	0854175
Kenneth Robinson	0817541
M. E. Saunders	0789074
William Shulke	0863931
James Slack	0593050
Manuel Spessard	0826892
George Swicegood	0553109
Chester Wagnon	0342607
George Zotovich	0376507

## Marysville District

(continued from page 9)

subdivision project, with CFB of Sacramento doing the underground.

Baldwin Contracting and Jaeger Construction are moving along in high gear on the Cypress subdivision in the Yuba City area. This project will bring about 300 more building lots to the Twin Cities area, which is growing rapidly. We plan to see more work from that growth next year.

I hope everyone had a very nice Thanksgiving. I would like to take this opportunity to wish everyone a very Merry Christmas and a happy and safe New Year.

Dan Mostats,  
Business Rep.

## Union Briefs

### U.S. construction slump to ease by late 1991

The federal government says the country is in the longest construction slide on record, but relief may be on the way.

Housing starts have shrunk to their lowest level since the 1981-82 recession. Industry observers point to shrinking consumer confidence and the growing inability of builders to obtain credit as causes of the nine-month decline. Construction contracting in the United States, hit by a 9 percent decline this year, will fall another 2 percent in 1991, the McGraw-Hill's Construction Information Group predicted. But home building is expected to increase nationwide in the second half of 1991.

"Next year should bring the end of the building slump that began early in 1990," said George Christie, chief economist with the construction group. "As construction recessions go, this one could be ranked as medium severe. It is expected that the construction sector will round the corner by 1991's third quarter, with housing leading the way." By 1992, he said, the rebound should be solid, with gains continuing through 1995.

### Crane collapse lawsuits

On the anniversary of the downtown San Francisco crane collapse that killed four construction workers and a school bus driver, a flurry of lawsuits was filed just in time to beat the one-year statute of limitations.

Several suits were filed on behalf of an attorney who was working at his desk in an adjacent building when part of the crane crashed into his office, a passenger of a bus that was hit by debris from the accident and several injured construction workers.

The suits, filed in San Francisco Superior Court, are based on a combination of negligence and product liability theories. Earlier this year, Cal-OSHA issued 12 citations alleging 25 breaches of state safety laws. Among the defendants named in the suits were general contractor Swinerton & Walberg Co., the Erection Co. of Kirkland, Wash., subcontractor Cannon Western of Portland, Ore. and German crane manufacturer Peiner Maschinen und Schraubenwerke. Most of the cases filed earlier have already been settled.

### More federal money for hwy. construction

The Bush administration has drafted an ambitious five-year plan for expanding highway construction and broadening the network of major roads. The proposal would provide at least \$85 billion in federal highway aid to the states from 1992 to 1996. The plan would use as much as half the recent five-cent-a-gallon federal gasoline tax increase.

While the plan would expand the mileage of roads eligible for federal aid, the states would be required to match federal grants with higher contributions of their own, thus decreasing the federal government's overall contribution. Under the current system, the feds pay 90 percent of the costs of interstates and 80 percent of primary highways. Under the new proposal, the federal government's contribution would drop to 75 percent of both interstates and primary highways and only 60 percent of less important, two-lane state highways.

The Federal Highway Administration estimates that the current cost of fully repairing the nation's roads and bridges is \$750 billion, about \$34 billion annually through the year 2005. The FHA estimates that 41 percent of the country's 577,700 bridges are deficient or obsolete. More than 5,000 of these bridges are already closed.

### Caltrans favors hwy. construction over mass transit

An independent advisory commission studying California transportation issues has concluded that because of an "institutional bias" toward highways Caltrans' spending on mass transit traditionally has had a low priority, and long-range planning at the agency is limited. The commission went on to say that the state has taken only partial steps to encourage people to get out of their cars and use other means of travel. Despite \$18 billion from Props. 111, there won't be enough money to meet future highway needs, the commission found. The report called for boosting gasoline sales tax but lowering sales tax on other commodities so that motorists don't have to pay more overall sales tax.

## 1991 RETIREE MEETINGS

- EUREKA** – January 8, 2 PM  
Operating Engineers Bldg.  
2806 Broadway  
Eureka, CA
- REDDING** – January 9, 2 PM  
Moose Lodge  
320 Lake Blvd.  
Redding, CA
- MARYSVILLE** – January 10, 2 PM  
Veterans Memorial Bldg.  
249 Sycamore  
Gridley, CA
- IGNACIO** – January 29, 2 PM  
Alvarado Inn  
250 Entrada Dr.  
Novato, CA
- S.F./SAN MATEO** – February 7, 10 AM  
IAM Air Transport Employees  
1511 Rollins Rd.  
Burlingame, CA
- FRESNO** – February 14, 2 PM  
Laborers Hall  
5431 E. Hedges  
Fresno, CA
- SACRAMENTO** – February 19, 10 AM  
Laborers Hall  
6545 Stockton Blvd.  
Sacramento, CA
- AUBURN** – February 19, 2 PM  
Auburn Rec. Center  
123 Recreation Dr.  
Auburn, CA
- CONCORD** – February 27, 10 AM  
Concord Elks Lodge #1994  
3994 Willow Pass Rd.  
Concord, CA
- OAKLAND** – February 28, 10 AM  
Oakland Zoo - Snow Bldg.  
9777 Golf Links Rd.  
Oakland, CA
- SALT LAKE CITY** – March 6, 2PM  
Operating Engineers Bldg.  
1958 W. N. Temple  
Salt Lake City, Utah
- RENO** – March 7, 2PM  
Carpenters Hall  
1150 Terminal Way  
Reno, Nevada
- NAPA/FAIRFIELD** – March 12, 10AM  
Elks Lodge #839  
2840 Soscol Ave.  
Napa, CA
- CERES** – March 19, 10AM  
Tuolumne Riber Lodge  
2429 River Rd.  
Modesto, CA
- STOCKTON** – March 19, 2PM  
Operating Engineers Bldg.  
1916 N. Broadway  
Stockton, CA
- UKIAH** – March 21, 10AM  
Discovery Inn  
1340 N. State St.  
Ukiah, CA
- SANTA ROSA** – March 21, 2PM  
Labor Center  
1701 Corby Ave.  
Santa Rosa, CA
- WATSONVILLE** – March 26, 10AM  
V.F.W. Post #1716  
1960 Freedom Blvd.  
Freedom, CA
- SAN JOSE** – March 26, 2PM  
Holiday Inn Park Center Plaza  
282 Almaden Blvd.  
San Jose, CA

## 1991 Grievance Committee Elections

Recording-Corresponding Secretary William Markus has announced that in accordance with Article X, Section 10 of the Local Union Bylaws, the election of Grievance Committees shall take place at the first regular quarterly district or sub-district meeting of 1991. The schedule of these meetings appears below (see "District Meetings").

## Election of Geographical Market Area Addendum Committeemen

Business Manager T. J. Stapleton has announced that elections will be held for Geographical Market Area Addendum Committees at regularly scheduled district meetings in Northern California and Reno during the first quarter of 1991. The schedule of the meetings in which these elections will be held appears below (see "District Meetings").

Eligibility rules for serving on the committee are 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
- (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.

## Departed Members

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

### SEPTEMBER

Frank M. Davidson of Stockton, Calif., 9/22/90:

### OCTOBER

Bill Benning Jr. of Pollock Pi. Calif., 10/5/90; Paul Bradley of Novato, Calif., 10/16/90; Kenneth G. Kummer of Bountiful, Utah, 10/23/90; Kenneth Phillips of Visalia, Calif., 10/13/90; Lyburn Portlock of Waianae, Hawaii, 10/23/90; Rodolph Strunk of Carson City, Nevada, 10/23/90:

### NOVEMBER

Raymond Anderson of Modesto, Calif., 11/2/90; Ivan Briscoe of Sacramento, Calif., 11/11/90; Thomas Derting of Crawford, Texas, 11/3/90; Rich Fichera of Rio Vista, Calif., 11/11/90; L. E. Good of Seaside, Calif., 11/5/90; Abe Johnson of Salt Lake City, Utah, 11/8/90; William Lema of San Jose, Calif., 11/2/90; Roy McRee of Central Valley, Calif., 11/9/90; Bobby Merriott of Visalia, Calif., 11/11/90; Larry Nusz of Woodland, Calif., 11/3/90; Peter Ramson of Kapaa, Hawaii, 11/7/90; Derik Sudduth of Fairfield, Calif., 11/8/90; Harry C. Tiffie of Central Pt., Oregon, 11/9/90

### DECEASED DEPENDENTS

Tom Hite, Son of Verl Hite 11/7/90; Sami Huavi, son of Neti Huavi 10/18/90:

## Gradechecking classes

The San Jose district office will be holding gradechecking classes beginning on Feb. 7 from 7 p.m. to 9:30 p.m. The instructor will be Duane Nunes. For more information, contact the San Jose office at (408) 295-8788.



## District Meetings

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

### January 1991

- 8th District 4: Eureka**  
Engineers Building 2806 Broadway
- 8th District 17: Kauai**  
Wilcox Elementary School 4319 Hardy Street
- 9th District 17: Kona**  
Konawaena School Kealahakua
- 9th District 7: Redding**  
Engineers Building 100 Lake Blvd.
- 10th District 6: Marysville**  
Engineers Building 1010 "I" Street
- 22nd District 17: Maui**  
Wailuku Community Ct. Lower Main St. Wailuku
- 23rd District 17: Hilo**  
Kapiolani School 966 Kilauea Avenue
- 24th District 17: Honolulu**  
Kalihi Waena School 1240 Gulick Avenue

### February

- 7th District 1: San Francisco**  
Engineers Building 474 Valencia Street

- 14th District 5: Fresno**  
Laborer's Hall 5431 East Hedges
- 19th District 8: Auburn**  
Auburn Recreation Dr. 123 Recreation Drive
- 28th District 2: Oakland**  
Warehouseman Local #6 99 Hegenberger Road
- March**
- 6th District 12: Salt Lake City**  
Engineers Bldg. 1958 W. N. Temple
- 7th District 11: Reno**  
Musicians Hall 124 West Taylor
- 12th District 04: Fairfield**  
Holiday Inn 1350 Holiday Lane
- 19th District 3: Stockton**  
Engineers Bldg. 1916 North Broadway
- 21st District 10: Santa Rosa**  
Labor Center 1701 Corby Ave.
- 26th District 9: San Jose**  
Labor Temple 2102 Almaden Rd.

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.\* 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.

\*All ads must include Member Registration Number.

**FOR SALE: Pentax ME 35mm SLR Camera,** 50mm 1.7 lens, UV filter, 70-210 zoom lens included w/flash attachment. Very good condition. \$180. Jack Baugh, (415) 581-4427, #1800339 10/90

**FOR SALE: '88 Ford Diesel 1-ton** Lariat Supercab Dually. 30K mi., 5-speed, 4.10:1 rear axle. very clean/many extras. Running boards, tinted glass, heavy bumperw/2" ball & elect. break control in cab. 5 clearance lights over cab. New tires & monroe rear shocks. Bench seat. Power everything. cruise, tilt, air, AM/FM stereo. Midnight blue \$15,700 call John Wadsworth (415) 582-4443, Castro Valley. Reg.#0863943 11/90

**FOR SALE: Organ,** Thomas Playmate w/color-glo, series 1200, \$500 or best offer-most sell. Call Melvin Vargas (415) 791-6367 or 793-0953. Reg.#0899639 11/90

**FOR SALE: '31 Ford pickup,** late model all metal cab, totally restored, modern engine, electric and brakes, tinted glass, CB radio (cobra) \$13K or serious offer. Call (209) 533-9092 after 6pm. Reg.#1411225 11/90

**FOR SALE: '23 Cabin cruiser,** Owen's all mahogany, custom dual axle trailer, 165 mercruiser 1-0- completely rebuilt. Full white Delta canvas, all stainless steel hardware. \$6,500/offer. Heavy duty mechanics tools, half new price, mostly Proto. 1" drive Ingersoll-Rand impact wrench, \$450. 1-Thor wet valve facer \$250. 1-Toledo-Hall hard seat Grinder. Lots of stones and pilots \$450. Call (916) 533-0849 evenings. Reg.#1087627 11/90

**FOR SALE: Townhouse,** Reno, by owner. Clean 3 bdrm, 2-1/2 ba, 1400 sq. ft., laundry room, fenced yard, deck, close to park, nice neighborhood. Reduced to \$72,900. Call (702) 851-3262 for appt. Reg.#1759119 11/90

**FOR SALE: '24' Beechcraft** hard top w/calkins 2 axle trailer, all coast guard equipment, commercial life jackets, Volvo outdrive w/Chev 327 engine, new Ioran, 55 channel VHF radio, compass plus 12 channel VHF radio, fathometer and CB-all new anchor and lines. Sleeps 2 w/standup head. \$12,500. Call J.R. Cloud (707) 464-5360. Reg.#113392 11/90

**FOR SALE: Tru Spoke Chrome Wheels,** set of w/tires. Will fit-2 wheel drove Chev PU - Lincoln- or older Pontiac. Call (916) 667-5640. Reg.#2069775 11/90

**FOR SALE: 1000 trails,** unlimited camping. Annual dues frozen. \$192. year. Write Art Rogers, P.O. Box 225, Carmen, Idaho 83462, Phone (208) 756-4132. Reg.#525368 11/90

**FOR SALE: '32' Owens cruiser,** sleeps 6. Double planked mahogany hull, fly bridge, twin 327's with recent o/h, new upholstery, xcell/condition. possible live aboard. Great party boat moored in Vallejo. \$7,500/BO. '86 Jayco 5th wheel, 36' with stand up bdrm, rear kitchen, full bath, fully s/c custom blt w

# Swap Shop

FREE WANT ADS FOR ENGINEERS

extra closets and storage. Aving, stereo, etc. presently in Lakeside Park in Clearlake. \$17,300w/possible lease option. Phone (707) 995-1427. Reg.#758424 11/90

**FOR SALE: Home,** Alviso Dist. San Jose. 2bdm, 1ba., large yard, carpeting. Owner will carry up to 20% second. %150K. Call evenings (415) 967-1658. Reg.#0947203. 11/90

**FOR SALE: Motorhome,** '72 Dodge Swinger Class A. 413 Dodge engine, new rain/snow tires, carb, exhaust system, transmission, radiator de-clutch, cab seats, generator, roof-air, dash air, CB and much more. Excell cond., \$10K/BO. Call John (415) 657-2303-Fremont, Ca. evenings. Reg.#2017029 11/90

**FOR SALE: '82 Volkswagen Vanagon,** AM/FM stereo cassette, 165 miles on rebuilt engine, great condition \$3,900 or B/O. Call Victor Salmon (707) 876-3483 Reg.#2049786 11/90

**FOR SALE: '90 Coachman Catalina 27'** air condition, forced air heat, self contained, microwave still on warranty \$13,500. Call Bill McPherson (209) 229-0486 Fresno Reg.#1020163 11/90

**FOR SALE: '89 Chevrolet 1 ton** extended cab 4x4, 454 engine, 20K miles, fully loaded. Custom camper shell & bed liner. Trailer hitch. \$17,500. Call Russ or Sherry 255-7490. Reg.#1825969 11/90

**FOR SALE: 3 Tractors,** Caterpillar 15 not running, also tilt bed trailer for tractors. \$1K takes all. Call Steve (916) 637-4241 11/90

**FOR SALE: Llama,** female (bred back) w/baby male at side. Also unrelated adult male. 10.48 acres located at Winlock, Washington 25 miles south of Centralia. On paved road. County maintained. Elec./Phone service. Meadow with approx 2-1/2 acres of trees. Call Michael G. Brown (408) 724-8326. Reg.#1725658 11/90

**FOR SALE: Organ,** Kimball L-100 Paradise. Includes headphones. Has jack plug in's for headphones and tape recorder and external speakers. \$2K or B/O. Call Ray Elliott (916) 622-1552. Reg.#1988814 11/90

**FOR SALE: '90 - 3/4ton Dodge Ram Truck.** Cummins diesel engine. Fully loaded. Excellent condition. \$19K firm. Call Tom Butcher (415) 625-9362 Reg.#1974014 11/90

**FOR SALE: Universal Gym,** fully equipped. Asking \$2K. Call Alyce Holbrook (707) 864-2777. Reg.#0908571 11/90

**FOR SALE: South Lake Tahoe,** 4bdm, 3ba, 5 level home on large lot w/2 St. access. 2 F/P's, 2 ovens (gas & elec.) 2 kit. sinks, lots of storage. Formal dining rm. Fenced yd, lawn front & back, sprinkler. Rear

deck overlooks Bijou Golf Course. Close to 2 major mkts; P.O.; Rec. areas, variety stores and shops. Asking \$225K. Nat Davidson, (415) 573-1330 Reg.#1203570 11/90

**FOR SALE: Hand tools,** large portion, and air tools. HDR/Welder leaving the trade. Zinch comb. and down/Proto also 3/4" drive and welder supplies, call Dea (415) 839-7117. Reg.#1551075 11/90

**FOR SALE: Home** in Butte Co, 3bdm/2ba., Natural gas, sewing room/office, good area of Biggs, close to schools, \$87,500. Call Dan (916) 868-1651. Reg.#1011110 11/90

**FOR SALE: '69 Cabin cruiser,** 24' Tollycraft, 210 DMC outdrive, trim tabs, depth finder, vhf radio, '74 easy load trailer. \$12,500 or B/O. call Ray Helmick (209) 772-2705. Reg.#1060122 11/90

**FOR SALE: '56 Ford Pickup,** Body like new. Chrome all redone, 350 olds and auto trans. Power steering. Needs assembly. \$5K invested, sell for \$2,500. Call Gerry Steele, 1254 River Bluff, Oakdale, Ca. 95361 at (209) 847-9015. Reg.#1143005 11/90

**FOR SALE: Tools,** 1ea. 3/4" socket drive set, 36 pcs. mostly snap on and cornwell. \$200. 1ea. 10 ton Blackhawk porto power set includes 2ea. 10 ton rams also pullups adapters and chains and 1 2" high 4 ton ram, \$300. 1ea. Blue point set of 8 expandable reumers \$175. Many more mechanic and welders tools and etc. Call Nicholas Milinkovich, (209) 521-0313. Reg.#0559955. 11/90

**FOR SALE: 3 Houses** on 2+ acres in Leggett, Ca. 1- 3bdm/2ba. lg. patio, garage & Carport. 1- 2bdm/2ba. Modular w/store room. 1- 2bdm/1ba. modular. Satellite and septic system for each unit. 2 good wells. \$195K. Phone James K. Doolen, (707) 925-6440. Reg.#0698482 12/90

**FOR SALE: '16 Boat,** Gaspar Bowrider 1/0 120 HP. new full canvas, swim deck, elect anchor, remote 5 speed trolling motor w/separate batti, bass seat, trolling plate, toilet, cooler. ski harness + rope, extra prop, new tires on trailer. \$4,995. Call (415) 484-4094. Reg.#1945393 12/90

**FOR SALE: Edsel Project,** \$3K invested. Danna rear end, Ratio, 4.88. 3/4-1 ton. Jas Howard, 620 Alpha St. Eureka, Ca. 955012. Reg.#0814786. 12/90

**FOR SALE: 4 Acres,** Grass Valley, all paved roads, 60 GPM well. Great tree cover & view w/3/2 modular sheetrock interior, 2x6 ext walls, dual pane windows & lg. detached 2 car garage. \$154K or offer. Mack Abbott 13420 Abbott Hill, Grass Valley, Ca. (916) 272-1307 Reg.#2041995 12/90

**FOR SALE: Backhoe bucket,** 24" new condition with 1 new pin for 510 or 710 John

## Personal Notes.....

**Fresno:** Our sympathy is extended to the family and friends of our brothers who have recently passed on: Johnnie Woods 9/21; Merlin Stringer 10/7; Kenneth Phillips 10/13; Arvil Bristow 10/20; Milo Urdesich 10/30; and our beloved Business Representative, Bobby D. Merriott 11/1.

**Marysville:** The Marysville district office staff extends its sympathy to the brothers Norman Wright on the death of his wife Joyce.

**Sacramento:** Congratulations to Francisco Bonar and his wife, Diedre, on the birth of their son, Ramon Xavier, born 11/1, weighing 10lbs. 8-1/2oz., and measuring 22". And to Eric "Bubba" Eissinger, blade man for Lund Construction, and his wife, Beth, on the birth of their son, Mathew Arthur, born 11/8, weighing 8lbs. 7oz., Don Franklin and his wife on the birth of their daughter, Alissa,

born 11/11, weighing 9lbs., and to Jose Valdivinos and his wife, Silveria, on the birth of their son Alexandro, born 11/18, weighing 8lbs. 14oz., and measuring 23".

We would like to express our sympathies to the families and friends of departed brothers Bill Benning, Jr., Ivan Briscoe, Milton Kinsey, Larry Nusz, and Burton Spalding.

**Santa Rosa:** Congratulations to Ross and Sidney Reed on the birth of their daughter Shelby Jane weighing 6lbs. 3oz. Also congratulations goes to Steve and Gail Encarnacion who were married in Maui, Hawaii on 10/22, and Gene and Donna Lovisone married on 10/27.

We would like to express and send our condolences and prayers to the families of the following departed members: Jessie Paris McCann 9/12, Ronald Lyons 11/16 and Robert Gilman 11/24.

Derre. \$600. Call Vern Looper (408) 722-1517 Reg.#1558161 12/90

**FOR SALE: '84 Toyota** 1/2 ton 4x4, 68K miles HD rear bumper Brush guard w/Halg lites, stereo tape deck, tool box, new lumber rack, new rubber. \$7K Call (916) 877-2970 Joe Bertolas Reg.#0845499 12/90

**FOR SALE: Membership** 1000 Trails (Charter). Sickness forces sale. \$2K + transfer fees. Call (707) 642-7319 after 5PM or weekends. Alphonse Fithian, 244 American Canyon Rd. #29, Vallejo, Ca. Reg.#1382649 12/90

**FOR SALE: Bedroom set** 5 pc. Dark Pine includes 4 post queen bed, 2 night stands (2 drw. 15-1/2"x27") dresser w/mirror (8drw. 19"x99") chest of drawers (5 drw. 19"x40) \$1K. Call Calvin Jones, Carson City, Nevada (702) 883-3928 Reg.#1558149 12/90

**FOR SALE: 1.14 Acres,** 2 miles south of Portola Plumas County. \$11,500. Call Chuck Chandler (916) 832-0350. Reg.#788000 12/90

**FOR SALE: '76 Travel Trailer,** 24' Shasta fully self-contained \$2,900 or best offer. Call Bob Delaney (408) 993-1853. Reg.#1001691 12/90

**FOR SALE: Mechanic's Truck,** '81 Ford F 600 - 900/20 rubber 4&2 spd. 26K miles. Orig. owner. Electronic burglar alarm, elec. trailer brake package, 100 watt GE 2-way radio, 90 gal. fuel cap. beacon light for emergency road side work, adj. work lights, 14' all steel bed w/full width work bench w/vise at rear, 300 amp. hobart welder w/air arc, elect. start air compressor, air impact wrenches 3/8 drive, 1/2, 3/4, and 1" drive, and much more. Call E. Byrne (209) 226-4736, P.O. 4158, Fresno, Ca. 93744. Reg.#297439 12/90

**FOR SALE: '85 Mazda** RX7 GSL SE Rare hard to find model. 13B high performance engine, 5 speed trans both have 40K miles, leather seats, air cond., sun roof, new tires/brakes, very good condition, looks and runs great. \$6,500. Call John Vinal (415) 365-8444. Reg.#153560 12/90

**FOR SALE: '73 GMC** Truck, new front end, tires, shocks, radiator, headers, smog exempt. many extras must see to appreciate 68,307 mi. on rebuilt motor. \$2K firm. Call Gary Lombard, (707) 585-0408 Santa Rosa. Reg.#1761718 12/90



## Weather the winter in style!

A new year begins, and as it does S.E.L.E.C. is proud to bring forth the new line of Local 3 jackets.

The new year sees the return of two favorite jackets and the introduction of three new styles.

**Returning:**

- Green nylon jacket with two-color rib-knit collar, cuffs and waistband (left, front row) featuring a Local 3 patch for your state. It has a full-front snap closure and deep pockets with self-closing reinforced overflaps.

- Green sweatshirt jacket with a large Local 3 logo, in silver, on the back (right, front row). This jacket has a nylon shell and lining with polyester batting fill, a full-front snap closure, zippered front insert and drawstring hood of soft heather grey fleece plus slash pockets with snap-closures.

**New for 1991:**

- Black sweatshirt jacket with a large Local 3 logo, in silver, on the back (right, back row) with all the features of the green sweatshirt jacket.

- Black poplin jacket featuring a polyester plaid-flannel red and black lining (center, front row) with a Local 3 logo embroidered on the left chest (patch shown for photo purposes only), full-front zipper, slash pockets and collar that snaps closed. Available January 1991.

- Jade green poplin classic golf jacket featuring a tattersol plaid lining (not pictured) with a Local 3 logo embroidered on the left chest, full-front zipper, double-entry flap pockets, sculpted back yoke and inside chest pocket. Available January 1991.

Also pictured above are the black and silver "members only" style jackets with a Local 3 state patch (left and center, back row).

In addition to the jackets there are Local 3 sweatshirts, T-shirts, hats, patches and pins available by using the order form provided.

S.E.L.E.C. (Supporters of Engineers Local 3 Endorsed Candidates) is Local 3's political action committee for federal candidates. Acting in concert with the International's EPEC fund, Local 3 contributes to U.S. congressional, senatorial, and presidential campaigns. The only means of raising money for this fund is through contributions received on the above merchandise and from raffles held annually.

Many advances in the labor movement have been made through politics and your support of S.E.L.E.C. will help Local 3 to continue to contribute to candidates who are friends of labor.

Checks should be made payable to SELEC. We want to thank you in advance for your continued support of this program.

**Operating Engineers Local Union No. 3**  
**S. E. L. E. C.**  
(Supporter of Engineers Local 3 Endorsed Candidates)  
474 Valencia Street • San Francisco 94103 • (415) 431-1568

### ORDER FORM

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

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

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

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

Select items you are ordering and where necessary indicate the STATE and/or STYLE by circling your choices. Example below shows how to indicate choices. ALLOW 2-3 WEEKS FOR DELIVERY.

SUMMER BASEBALL CAP	<u>CA</u> <u>NV</u> HI UT	\$ 8	ONE SIZE FITS ALL	3	24.00
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ITEM	Unit Price	S	M	L	XL	XXL	Quantity	Total
BLACK JACKET W/ PATCH CA NV HI UT	\$40							
SILVER JACKET W/ PATCH CA NV HI UT	\$40							
BLACK POPLIN JACKET W/ LOCAL 3 LOGO	\$40	Available January 1991						
GREEN POPLIN JACKET W/ LOCAL 3 LOGO	\$40	Available January 1991						
BLACK HOODED JACKET W/LOCAL 3 LOGO	\$40							
GREEN HOODED JACKET W/LOCAL 3 LOGO	\$40							
GREEN JACKET W/ PATCH CA NV HI UT	\$30							
WHITE SATIN JACKET W/LOCAL 3 LOGO	\$25							
ADULT LOCAL 3 SWEATSHIRT	\$15							
ADULT "UNION YES" T-SHIRT	\$ 8							
CHILD'S "DAD" T-SHIRT -- DOZER	\$ 8				Not Available			
CHILD'S "DAD" T-SHIRT -- BACKHOE	\$ 8				Not Available			
CHILD'S "GRANDPA" T-SHIRT -- DOZER	\$ 8				Not Available			
WINTER BASEBALL CAP CA NV HI UT	\$ 8	ONE SIZE FITS ALL						
SUMMER BASEBALL CAP CA NV HI UT	\$ 8	ONE SIZE FITS ALL						
LOCAL 3 PATCH CA NV HI UT	\$ 5							
LOCAL 3 LAPEL PIN Active Retired	\$ 3							

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

Grand  
Total

opeiu-3-all-cio(3)

Thank You for your support.