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After years of environmental wrangling, Dutra has finally begun the Port of Oakland's long-awaited 42-foot deepening project.

See story on p. 10

Let the dredging begin

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FOR THE Good & Welfare

By Tom Stapleton
Business Manager

These last few weeks as I watched the legislative process in Sacramento continue to go up in flames, I couldn't help but compare it to the chaos and utter destruction that marked the French Revolution. As I write this today on July 14, which happens to be the anniversary of the storming of the Bastille, I can't resist the urge to identify what I believe to be the prime culprit that has created this anarchy: **Term limits.**

California voters enacted term limits out of the frustration caused by what they perceived to be an unresponsive legislature. The effect of this reactionary law was to send all politicians – good and bad, effective and incompetent – to the political guillotine. Friends like Assembly Speaker Willie Brown, Assemblyman John Burton, Senate Pro Tempore Bill Lockyer and many others whose expertise and years of experience have provided invaluable leadership are forced into a mad scramble to seek election for some other office or leave politics altogether.

Term limits are killing California

The French peasants who pillaged the aristocracy and summarily sent thousands to their deaths were venting the rage of centuries of oppression. But the anarchy they created also postponed by years the social and economic reforms they sought. In passing term limits, California voters may have obtained some grim satisfaction in landing a sucker-punch to the political establishment, but they also signed away their own democratic right to vote for whom they choose.

The fallout from term limits will be immeasurable. Case in point: In announcing his plans to run for Mayor of San Francisco, former Assembly Speaker Willie Brown will leave a huge leadership vacuum in the Legislature. He may be controversial and he certainly has his share of detractors who are glad to see him go, but no one can deny that his political skills are without equal. There simply isn't another politician in the Assembly that possesses his ability to know everything about every issue and everyone and use that information to negotiate consensus among people who would much rather cut each other with knives that sit down at a table and cut a deal.

Term limits will see to it that there will never again be such a leader. You can't develop political skills, rise to the top of a competitive bunch of politicians and then forge a lasting speakership in three terms. It can't be done. The Assembly is being inundated with rookies. Some of them are very capable, but no one can become a superstar in three terms.

What this means is that the Assembly will become the minor league of statewide politics. Those with talent will have to prove themselves within three terms and then hopefully be called up to the "majors" in the Senate or one of the coveted Constitutional offices. That leaves little time to govern. Everyone will be more interested in getting positioned for their next job than in serving the electorate.

That, in my opinion, is a lousy system. California will one day wish it had never heard of term limits.

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Sacramento Work Picture

While subdivision work takes a brief respite, public works projects are booming.



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Devil's Slide Repairs Completed

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Oakland Port Dredging

After years of environmental wrangling, Dutra has finally begun the Port of Oakland's long-awaited 42-foot deepening project.



On the cover:

Operator Dan Mahnkay on

Dutra's dredge, the *Paula Lee*,

at the Port of Oakland's 42-foot

deepening project.

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Correction and Clarification

In last month's issue of *Engineers News*, on page 20, a reference to the San Francisco International Airport stated the project was "creeping" along. This may have been interpreted by some readers to mean the project's work pace was somewhat slower than normal. What the author meant was that the airport expansion contracts were slow coming out.

At press time, Pavex/JMB is working 10- and 12-hour shifts, six and seven days a week on the hardstands, and Tutor Saliba is rapidly proceeding on the parking structure. Our apologies to Terry Tuggy and Steve Moore of Pavex and John Burke of JMB, who with their dedicated crews have expedited the hardstands so that the primary airport expansion can proceed.

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Investigation by union job monitoring program leads to arrest of non-union subcontractor

An investigation by a Local 3-supported job monitoring program has led to the arrest of a non-union subcontractor who allegedly falsified certified payroll documents and pocketed nearly \$43,500 of his employees' fringe benefits on a Redding public works project.

The owner of Dirtmovers, Johnny McDaniel, and his payroll manager and girlfriend, Sherri Johnson, were arrested June 19 at their home in Oakley in Contra Costa County. They were each charged with one count of felony conspiracy. McDaniel was also charged with two counts of grand theft, 14 counts of perjury and four labor code violations, while Johnson was additionally charged with grand theft, 19 counts of perjury and four labor code violations.

Dirtmovers was the second subcontractor hired by prime contractor Wiese Contractors of Rancho Cordova to do the site work on Redding's \$1.7 million downtown bus transfer station. The Foundation For Fair Contracting, a labor-management program established in 1985 by Local 3 Business Manager Tom Stapleton to ensure compliance of prevailing wage laws, began investigating Dirtmovers last August after the FFC discovered irregularities in the company's certified payroll records.

Dirtmovers allegedly misled the City of Redding into believing the company was meeting state prevailing wage requirements by forcing workers, under the threat of losing their jobs, to sign receipts stating they had been paid the proper amount of wages and fringe benefits. But instead of the fringes going directly to his employees, McDaniel was apparently pocketing the money.

Upon completing its initial investigation, which included obtaining signed statements from Dirtmovers employees confirming the payroll abuses, the FFC filed a complaint with the California Department of Industrial Relations, which notified the City of Redding to withhold payment to Wiese Contractors equal to the amount of wages and fringe benefits owed plus fines and penalties totalling \$79,186.

The case was then referred to the Shasta County district attorney for criminal prosecution. The FFC had built such a strong case against Dirtmovers that on Friday, June 16, arrest warrants were issued for McDaniel and Johnson. DIR, with the assistance of the Contra Costa County Sheriff's Department, took the two into custody the following

Monday morning. The case is now pending in Shasta Superior Court. Dirtmovers, meanwhile, has filed for bankruptcy.

What makes this case even more profound is that six months earlier the FFC investigated the project's first site work subcontractor, SunTide Environmental, and found it too was violating state prevailing wage laws. The FFC filed a complaint with the DIR, and the agency collected \$15,864 in



"I keep having this nightmare that I'm one of my own employees."

back wages and penalties from SunTide.

The FFC had also filed a complaint against Dirtmovers on a project that Wiese Contractors and Dirtmovers were just completing in Lake County just prior to starting the Redding bus transfer station project. The results of this DIR investigation are still pending.

The FFC is a joint labor-management non-profit corporation that monitors public works construction projects to ensure compliance with wage and hour laws. The FFC is also an educational and informational source for contractors, awarding agencies and employees, and works in conjunction with enforcement agencies to ensure a level playing field in the construction industry.

The FFC was established in 1985 due largely to the foresight of Local 3 Business Manager Tom Stapleton, who was the key figure in its conception. This year alone, complaints filed by the FFC have resulted in the recovery of over \$800,000 in wages and penalties collected by various enforcement and awarding agencies.

If you know of any employee working on a public works project who might not be receiving prevailing wages, you can contact the Foundation For Fair Contracting at (916) 487-7871.

Senate OKs highway bill with Davis-Bacon fully intact

Republicans have failed in their attempt to exclude prevailing wages from the National Highway System Bill, S 440. The Senate approved June 22 the \$13 billion highway funding bill with all Davis-Bacon provisions fully intact.

When S 440 was first introduced in Congress this spring, it contained no Davis-Bacon repeal. But when the Senate Environmental and Public Works Committee began marking up the legislation, Republicans tossed in an amendment that would have repealed the Davis-Bacon Act on the 165,000-mile federal highway system.

But a threatened filibuster by Senate Democrats forced Republicans to remove Davis-Bacon repeal language. In a unanimous consent agreement outlined in debate on the Senate floor June 16, Republican Majority Leader Robert Dole agreed that all anti-Davis-Bacon provisions would be removed from the highway bill if the Democrats ended the filibuster.

Dole also promised supporters of Davis-Bacon that he would guarantee them an opportunity to present their Davis-Bacon reform language when the Senate takes up Davis-Bacon repeal legislation, S 141, later this summer. Rather than repeal the law outright, Davis-Bacon reform, which is supported by the AFL-CIO Building and Construction Trades and Senate Democrats, would raise the threshold covered under the act from \$2,000 to \$15,000 for repair and renovation projects, and to \$100,000 for new construction.

In addition to allowing the states to decide on speed limits, the bill also provides \$6.5 billion for states in 1996, and the same amount in 1997, to improve nearly 16,000 miles of roads designated in the National Highway System.

The Sacramento District's shiny work picture

While subdivision work takes a brief respite, public works projects are booming

By Steve Moler
Assistant Editor

If there's one Local 3 district that exemplifies the robust work picture in Northern California, the Sacramento District, particularly in public works, would have to be at or near the top of the list.

Although subdivision work has slowed somewhat due primarily to water supply problems, there's no shortage of public works projects. The most difficult task in writing about the Sacramento District's work picture is deciding where to start. There's so much work in so many different areas, it's impossible to cover all the projects in one article.

Co-generation plants

A good place to start is with the four co-generation plants that have been approved by the California Energy Commission for the Sacramento Metropolitan Utility District. Co-generation plants take one or more energy products, such as steam, and use it to produce another energy product, such

as electricity. Some plants combine two existing energy sources to produce a third.

But in order to make these new prod-

Second in a series of articles profiling districts where work activity is particularly robust this year.

ucts, plants usually have to be expanded and upgraded. When completed, the four new Sacramento co-generation plants will have cost more than \$500 million and put more than 100 operators to work over a two- to three-year period.

Prime contractor Century West, for example, is about 85 percent finished with the \$130 million co-generation project at Carson Ice. Teichert completed the site work, while Monterey Mechanical did the mechanical work and ARB did the underground. Walsh Construction, meanwhile, has begun work on Proctor & Gamble's co-generation project off of Ridge Blvd.

Zern-Nefoo is in the process of negotiating a project agreement on the Campbell Soup Co. co-gener-



ation project off of Franklin Boulevard, while ERK Energy Inc's \$130 million co-generation project in the Rio Linda area is on hold probably until either late this year or early next year.

Connecting the four co-generation plants will be a \$52 million, 62-mile pipeline from Winters to Sacramento, a project whose low bidder was ARB Pipeline.

Flood control

Another very exciting project for the Sacramento District is the flood control work that's going to be done over the next few years along the Sacramento River in the Natomas-Rio Linda area northwest of the McClellan Air Force Base.

Thanks to Local 3's vigorous lobbying campaign, the board of supervisors has approved a \$60 million project that will include raising levees and building retention ponds, two bridges and a pumping plant. Homer J. Olsen has already begun an \$11 million project to raise levees. When completed, the flood control project will allow development of some 7,000 new homes in the Natomas area.

West Sacramento

Another strong Local 3 lobbying effort has led to the approval of a 10-year, all-union, \$500 million public works improvement project in West Sacramento that will include a second crossing over the Port of Sacramento. This project, which also includes construction of two bridges, a high school and treatment plant, will open up 700,000 acres of land to commercial and industrial development in the southern section of West Sacramento. RGW is already working on the \$7.8 million widening and improvement of Harbor Boulevard in West Sacramento.

Airport work

Two airport jobs are keeping about 25 operators busy, the first is at the Grass Valley-Nevada County Airport, where Granite Construction is doing runway extension, widening and resurfacing.

The second project is at the Sacramento Metro Airport, where Teichert is doing \$8 million worth of improvements, including two bridges connecting a rental car complex with the airport terminal. This project is part of the airport's 10-year master plan, which includes \$100 million in additional improvements over the next two years.

Private sector

When you compare Sacramento's private-sector work with the district's public works, it appears there's a large disparity. But despite a slight slowdown this year due mainly to water problems, subdivision work is going well in a few areas.

Most of the activity is up in the Folsom-El Dorado Hills area, where Teichert is still going strong at a 4,000-estate-home development. Teichert has finished up most of the infrastructure for the initial phase, and crews are still working on the first of two golf courses.

Granite Construction, meanwhile, just got started on \$3.3 million worth of site preparation and infrastructure work at the Prairie Oaks Ranch development just south of Teichert's project. This project is near Broadstone, where Teichert recently completed site preparations on a phase of this major subdivision off of Hwy. 50 and Scott Road.

Moving west to the Roseville area, Teichert is just finishing up grading on the latest 300-unit phase of the Del Webb Sun City retirement community, which when completed will be the largest retirement community west of the Mississippi. Benco is doing bridges for the golf course.

With recent reductions in interest rates, home sales in California could begin to surge later this summer and into the fall. The U.S. Commerce Department reported last month that new home sales nationwide soared 19.9 percent in May, the biggest monthly increase since a 21 percent jump in January 1992.

Even if the private sector remains sluggish, public works will carry Sacramento well into next year and beyond.

Where the work is...



1 Co-Generation Plants

Calif. Energy Commission has approved 4 co-generation plants for Sacramento Municipal Utilities District. Plants will use existing forms of energy to produce new forms of energy.

1A Campbell Soup Co. Co-Gen. (\$130 million) - Natural gas-fired plant will produce steam and electricity.

1B Carson Ice Co. Co-Gen. (\$130 million)

1C Proctor & Gamble Co-Gen., Ridge Blvd. east of Hwy. 99 (\$130 million) - Walsh Construction is prime contractor, with Cleveland Wrecking doing demolition.

1D ARK Energy Inc. Co-Gen., Rio Linda (\$130 million)

Note: A 64-mile, \$52 million pipeline from Winters to Sacramento will link the 4 co-generation plants.

2 Flood Control Project

\$60 million in levee work in flood plain adjacent to Sacramento River in Rio Linda area northwest of McClellan AFB. Raise existing levees, construct canals, bridges and pumping plant to protect 75,000 residents along flood plain from 100-year flood scenario. Project will permit development of 7,000 new homes in Natomas area.

3 Sacramento Regional County Regional Wastewater Treatment Plant

\$66 million plant upgrade, including demolition, site work

and construction of new anaerobic digesters, gas compressors and other structures. Hoffman-Marmolejo has 10 to 15 operators working. More than \$1 billion in upgrades planned for next 10 years.

4 2nd crossing of Port of Sacramento

\$500 million, 10-year all-union project in West Sacramento to include 2 bridges, a high school, treatment plant, widening of Jefferson Blvd. Project will open up 700,000 acres of undeveloped land for mixed industrial and commercial development.

5 Metro Airport

Teichert is doing \$8 million of airport improvements, including two bridges connecting rental car complex. Over \$100 million in improvements planned for next 2 years.

6 San Juan Suburban Water District Water Transmission Project

Mountain Cascade will start in early August on \$19 million, 72-inch water transmission line that will start in North Natomas area and extend over to I-80.

7 Landfill Work

7A Kiefer Landfill: Ford Construction is working on \$2.2 million contract to build new landfill and install phase 3 liner.

7B Roseville Sanitary Landfill: Ford Construction is working on \$3.3 million landfill closure and cap.

8 Harbor Blvd. improvements

\$7.5 million widening and improvements in West Sacramento by prime contractor RGW, including bridge over S. Pacific RR tracks. \$500 million more in infrastructure planned for next few years.

9 Del Webb Sun City Retirement Community

Teichert and RC Collet are currently doing site work and infrastructure for 300 additional housing units plus curbs and gutters for largest retirement community west of the Mississippi.

10 Subdivision Work

10A El Dorado Hills Development: Most of grading, infrastructure completed on initial phase; Teichert is about half finished with first of two golf courses. Some 4,000 estate homes will be built over next 5 years.

10B Prairie Oaks Ranch: Granite Construction just started grading and doing underground on \$3.3 million contract in Folsom-El Dorado Hills area.

10C Russell Ranch: Teichert recently completed site preparation, permits pending on construction of huge shopping center at Hwy. 50 and Scott Rd.

11 Business I-80/Hwy. 160 improvements Granite is doing \$13.2 million project to include soundwalls, traffic signals, auxiliary lanes, etc.

Another emergency hwy. repair job completed early

This time Pavex Construction Co. of Redwood City reopens Hwy. 1's Devil's Slide just in time for busy 4th of July holiday

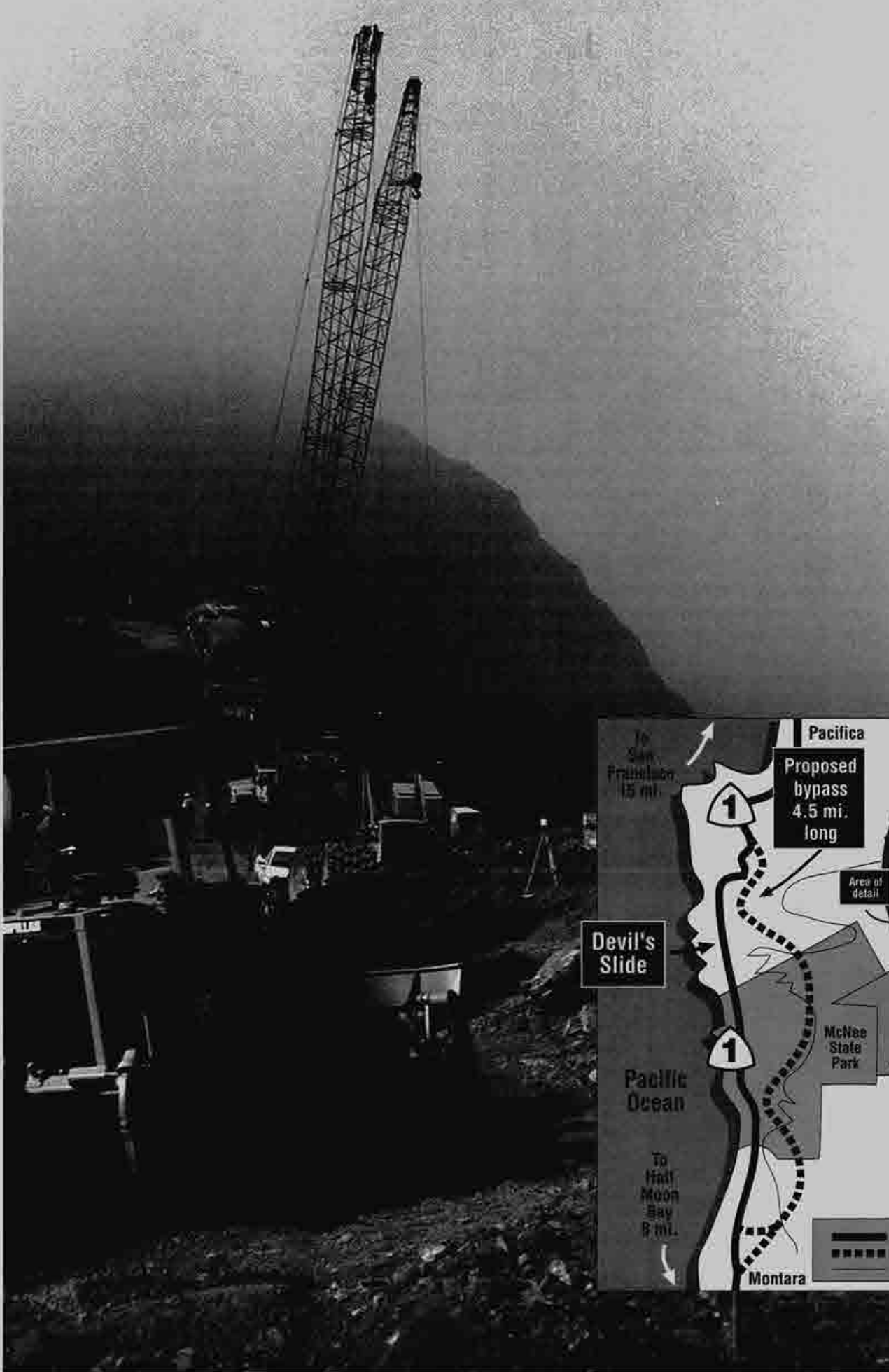
Union labor has done it again. For the third time since California suffered the worst flooding in state history last winter, a union contractor has completed a vital emergency highway repair job ahead of schedule.

Pavex Construction Co. based in Redwood City, working under a \$1.5 million Caltrans contract, has finished emergency repairs of Hwy. 1 at Devil's Slide in San Mateo County several days ahead of schedule, allowing the scenic route between San Francisco and Santa Cruz to reopen in time for the long Fourth of July weekend.

The portion of Hwy. 1 between Pacifica and Half Moon Bay, which carries an average of 9,300 vehicles a day, had been closed since January 22 after a 150-foot-long stretch of the roadway began shifting during the heavy rains of January. Caltrans had to wait more than three months for the slide to stabilize before repairs could begin.

Caltrans had hoped to reopen Devil's Slide by July 4. But Pavex and its subcontractors, working around the clock, finished June 30, the Friday before the long holiday weekend began.

Union labor was also instrumental in quickly repairing two other vital transportation links following last winter's fierce rains. C.C. Myers of Rancho Cordova completed the permanent replacement of the Arroyo Pasajero Bridge on I-5 near Coalinga in Fresno County 17 days ahead of schedule after the twin-spans collapsed March 10, severing the state's primary north-south artery. MCM Construction of Sacramento completed the temporary span over Arroyo Pasajero within a week of the washout using flatbed railcar frames.



▼ During a visit by Local 3 representatives are from left: Business Rep. Pete Fogarty, Pavex Foreman Don Clark, Vice President Jerry Bennett, District Rep. Don Jones and Pavex Project Manager Marlin Murray.



▲ Steve Dollard of Husky Crane Inc.



▲ Operator Robert Deurloo on a Cat 325



► Apprentice Willie Howard, left, with Steve Britton of Jensen Drilling

Then, RGW Construction based in Fremont rebuilt the washed out Carmel Bridge in Monterey County 17 days ahead of schedule, an accomplishment that allowed Hwy. 1 between the Monterey Peninsula and the Big Sur coast to reopen in time for the summer tourist season.

And now Pavex has thrilled thousands of commuters and business owners in the Half Moon Bay with its fast-paced, quality work on Devil's Slide. Before the slide, commuters cruised into San Francisco along Hwy. 1 through Pacifica and Daily City during rush hour in about 30-45 minutes. But after the slide, commuters had to endure a two-hour detour via Hwy. 92 and I-280, sometimes creeping along at a mere 5 mph along the hilly 14-mile Hwy. 92 section.

Since the closure, the lack of through traffic has hurt many of the visitor-oriented businesses along the San Mateo coast. In early June, for instance, the landmark Pillar Point restaurant Shorebird had to close on Mondays and Tuesdays due to lack of customers. But with the road now open, business and traffic are already getting back to normal.

Pavex stabilized the roadbed by driving 300 30-foot vertical dowels down into the unstable ground, then drove 75 horizontal rebar rock bolts into the mountain side. The 75- to 100-foot-long rock bolts were coated with grout and torqued to about 100 psi.

To prevent a repeat of January 22, horizontal drains driven 300 feet into the hillside were installed to properly channel ground water out of the mountain. The roadway also had to be realigned and the hillside above the road overlaid with heavy wire mesh to keep boulders from sliding down onto the highway. To avoid paying the \$18,000 per day penalty for finishing late, Pavex and its subcontractors worked three 12-hour shifts, seven days a week.

► Hauling the water to Jensen Drilling is Louis Gomey of Andreini Bros.



▼ BHI Wentworth of Shady Crane & Rigging



◀ Steve Britton, left, of Jensen Drilling with District Rep. Don Jones

The project's only major drawback is that the mountain could some day begin shifting again. Caltrans, with support from Local 3 and the San Mateo County Building Trades, has long proposed a permanent solution: building a \$70 million, 4.5 mile, two-lane inland bypass that would cut through McNeer Ranch State Park.

But San Mateo County environmentalists have blocked the project for years through a long series of lawsuits. Environmentalists first proposed cutting 250 feet into the slide area and dumping the debris into the ocean.

Then they abandoned that idea in favor of building a mile-long tunnel through the mountain. Caltrans opposes the tunnel because it would cost about \$600,000 a year to ventilate the tunnel and keep it clear of accidents.

Even though the bypass has received all approvals and is fully funded, a permanent Devil's Slide replacement appears years down the road. Meanwhile, everyone's keeping their fingers crossed the mountain stays put for awhile.

Realizing a dream

Rancho Murieta Training Center teams up with Local 3 volunteers and local union contractors to complete Santa Rosa man's vision of building educational park

Daniel Peletz had a dream. The Santa Rosa businessman and community activist wanted to do something about the eyesore that appeared out his living room window. Surrounding the Yulupa elementary school below his home stood 11 acres of undeveloped school grounds, which over the years had become overrun with weeds and brush.

Peletz, who had a passion for genealogy, teaching, music and, above all, children, envisioned creating an educational park in the undeveloped area between the Yulupa School and the adjacent City of Santa Rosa Mesquite Park. Peletz's educational park would have features like a nature study area, outdoor play yard, meandering pathways and other items that would create for students learning opportunities unattainable in the classroom.

But just days before Peletz and a group of community organizers and educators were scheduled to begin planning the educational park in June 1993, Peletz died unexpectedly of pancreatitis. But rather than let the project fizzle, the newly estab-

lished group decided to see Peletz's dream to completion. They named their group The Committee for the Daniel L. Peletz Educational Park at Yulupa School.

On the committee was former union contractor Dick Dowd, who advised the group from the outset that getting the Operating Engineers involved would be an essential step towards finishing the project. Last March, the committee asked Santa Rosa District Rep. Bob Miller if the Operating Engineers could do the rough grading.

The Rancho Murieta Training Center agreed to donate heavy equipment and provide two apprentices and an instructor, while Miller asked several local contractors if they could donate additional equipment. Three Local 3 members volunteered to help do gradesetting and run equipment.

"Once we had the Operating Engineers on board, the project was a slam dunk," said Dick Dowd. "We couldn't have done the project without Local 3's help."

Many other Santa Rosa businesses and individuals numbering in the hundreds volunteered their time and services to plan and carry out the project, including the sixth grade class at Strawberry School, which sold hot chocolate during the previous winter to raise money for the project. The committee also obtained a \$30,000 grant from Sonoma County.

The final plans called for the educational park to have a nature study area with native vegetation, kindergarten playground, court yards, a galactic landscape area with planets, moon rocks and craters, an amphitheater, additional parking areas and soccer fields. Plans also called for the relocation of a

day care center and some portable classrooms. The total value of the project was estimated at a half-million dollars, with the rough grading worth about \$50,000.

At the project's June 6 ground-breaking ceremony, Miller explained Local 3's role in the project to the crowd of about 100 volunteers, labor leaders, educators, government officials and local politicians.

"Local 3 is about helping our members earn a living wage and decent fringe benefits, which includes health insurance and a pension," Miller said. "But Local 3 is also about helping people in the community, and that's why we get involved in projects such as the educational park."

After the ceremony, the crew of Local 3 volunteers and apprentices went to work on the rough grading, starting first with the soccer field, which is being built through a partnership with the Annadel Soccer League, and moving onto the amphitheater and parking area. Miller, along with Dispatcher George Steffensen and Business Rep. Jim Killean, finished up the rough grading after work on June 22.

Construction is now proceeding on the curbs and gutters for the parking areas and on an upgrading school electrical system. The project is expected to be completed by next summer.

"Dreams are an imaginative understanding of that which is desirable in that which is possible."

- Walter Lippmann



▲ Daniel Peletz's father, Hal Peletz, former president of Peletz Construction, and Dan's wife Judy, break ground at the June 6 ceremony.

THOSE WHO GAVE

Equipment donated

Argonaut Constructors - water truck, scraper
C.A. Rasmussen Inc. - scraper
North Bay Construction - dozer, loader
Ralph Silveria, owner-operator - dump truck
Rancho Murieta Training Center - motorgrader, compactor

Apprentices

Bob Ortiz - POP
Jason Roofener - POP

Local 3 volunteers

Leon Calkin - Local 3 retiree
Tom Wilson - North Bay Construction
Roger Bridges - RMTTC instructor
Archie Headley - Apprentice coordinator
Bob Miller - Santa Rosa district rep.
Jim Killean - Local 3 business Rep.
George Steffensen - Local 3 dispatcher



▲ District Rep Bob Miller, right, addresses the crowd at the June 6 ground-breaking ceremony.



▲ Local 3's contingent at Peletz educational park are from left: RMTC Director Ray Helmick, Tom Wilson of North Bay Construction, Business Manager Tom Stapleton, Apprentice Bob Ortiz, RMTC Instructor Roger Bridges, Santa Rosa District Rep. Bob Miller (kneeling), retiree Leon Calkins, Apprentice Jason Roofener, JAC Coordinator Archie Headley (kneeling), Recording-Corresponding Secretary Rob Wise, Business Rep. Jim Killeen (kneeling), owner-operator Ralph Silveria, Clyde Smith of Augonaut Construction and Business Rep. Greg Gunheim.



▲ Retiree Leon Calkin, who did some of the gradesetting for the project, directs loader operator Tom Wilson of North Bay Construction.



▲ The soccer fields take shape.



▲ Yulepa School first graders sing a song at the June 6 ground-breaking ceremony.



← RMTC Instructor Roger Bridges



← Apprentice Bob Ortiz

Let the dredging

After years of environmental wrangling, Dutra has finally begun the Port of Oakland's long-awaited 42-foot deepening project

After nearly four years of environmental "mudlock," the Port of Oakland's 42-foot dredging project has finally begun. Dutra Construction Co. Inc. moved the dredge *Paula Lee* out into the port's inner harbor May 16 and began dredging the projects 5.5 million cubic yards of material under a \$43 million U.S. Army Corps of Engineers contract.

The port's 42-foot deepening project had been on hold since July 1991, when a dispute over how to safely dispose of dredge spoils erupted among environmental groups, government agencies and fishermen. After four years of political and regulatory wrangling, all groups involved agreed on suitable dump sites for the port's deepening project.

The port has been desperately trying to dredge its inner and outer harbor channels from 38 to 42 feet to accommodate the new generation of container ships, which have a loaded draft of about 41 feet. As delays in the 42-foot deepening project continued through the early 1990s, the Port of Oakland, once the number one container port on the West Coast, began losing business to rival ports in the Pacific Northwest and Southern California because fully loaded container ships could enter Oakland only at high tide. But with the 42-foot deepening project now underway and expected to be completed in early 1997, the port's future appears bright.

The project's first 2 million yards, mostly soft silt, is being removed by the *Paula Lee* using a 26-yard clamshell bucket and the material taken by barge to the Sonoma Baylands Wetlands Project located on San Pablo Bay at the mouth of the Petaluma River near Sears Point Raceway. There, Dutra's 30-year-old *Liberty Unloader*, which was recently transformed into a state-of-the-art materials unloader, is pumping the material from scows through an 8,600-foot pipe to the wetlands disposal site.

Local 3 crew members aboard the *Liberty Unloader* have experienced very few problems with the new vessel and have been unloading scows at about 1,200 to 1,500 cubic yards per hour. Back at the



Paula Lee, crews are working around the clock, loading six to seven 2,000-yard scows per day.

Once the first 2 million yards are deposited at Sonoma Baylands, the *Liberty Unloader* will be moved to a site just south of the Oakland International Airport off San Leandro and the

next 1 million yards, mostly very hard Merritt sand, will be dredged and pumped to the Lew F. Galbraith Golf Course adjacent to the airport on Doolittle Drive. Dutra will dredge the Merritt sand using a dipper dredge, which is currently being built in Europe and will be brought to the Bay Area in early 1996.

The golf course, which is owned by the Port of Oakland, will be covered with dredge materials and then redesigned by a world-renowned golf course architect and reopened by around 2000. RGW recently completed \$11 million worth of site preparations at Galbraith, including building containment walls and two large ponds.

The final 2.5 million yards will be deposited at a deep ocean disposal site 51 nautical miles west of the Golden Gate just beyond the Farallon Islands. The Environmental Protection Agency's approval of this site in January 1993 paved the way for the port's 42-foot project and assures the long-term viability of dredging in San Francisco Bay. The EPA is going to allow a hefty 400 million cubic yards of spoils to be deposited there over the next 50 years.

When you combine the deep ocean site with some of the new upland disposal site now being proposed, the Port of Oakland should be able to dredge its harbor to 48 feet in eight to 10 years in preparation for yet another generation of even larger, more modern cargo ships now being designed.

begin



Photos

1. Deckhand Frank Williams aboard the *Liberty Unloader*
2. Deckhand Tony Simas prepares the *Rockport* to break free of the *Liberty Unloader* and make the return trip to the Port of Oakland
3. At the May 1 dedication of the *Liberty Unloader* are from left: Dispatcher Walt Powers, Business Reps. Russ Burns and Jay Bosley, District Rep. Bob Baroni, Business Rep. Roger Wilson, Business Manager Tom Stapleton, JAC Coordinator Marshall Massie, Dutra Group CEO Bill Dutra, District Rep. Bob Delaney and Treasurer Pat O'Connell
4. Operator of the *Liberty Unloader* Pete Pederson
5. Chief Engineer Tony Mana operates a scow winch aboard the *Paula Lee*
6. The *Liberty Unloader*, with its snorkle structure to the left, unloads the scow *Rockport* at Port Sonoma
7. Deckhand Billy Burch uses a surveying laser to position the *Paula Lee*
8. Tech Engineer Tom Gutierrez throws a rope to crew members aboard the scow *Rockport* as chief engineer Tony Mana looks on



by Rob Wise

Credit Union

Treasurer

A member tells how credit union saved him thousands on new car purchase

In last month's column, I discussed how competent management and staff have been the key to our credit union's success over the years. The quality work of the credit union's managers and 100-plus employees has been instrumental in transforming our credit union from a small savings and loan into a full-service financial institution, the biggest and best "labor union" credit union in the country.

This month I learned first-hand from one of our members about why so many Local 3 members are satisfied with the quality programs and friendly services of our credit union. The assistant editor of *Engineers News*, Steve Moler, recently purchased a new automobile and told me he received invaluable help from the credit union not just in financing the vehicle but in actually making the purchase. Steve estimates the credit union saved his family more than \$5,300 when he and his wife, Silvia, purchased a new Ford Windstar in June.

When Steve and Silvia started thinking about buying a minivan shortly after their second child was born in February, they doubted they could come up with enough cash for a down payment.

"We had just purchased a home a few months earlier and didn't have a penny for a down payment," Steve told me. "But when I called the credit union, they said we didn't need a down payment, that the credit union provides 100-percent financing. Well, that put us right back in the thick of things. I gave the credit union some information over the phone, and within 24 hours we were pre-approved for up to \$25,000, well within the amount we expected to spend on our new minivan."

After securing financing, Steve and Silvia next took advantage of another invaluable credit union service. They called the credit union's car loan department and requested data sheets on three different models of minivans.

These data

► The Moler family next to their newly purchased Ford Windstar minivan.



sheets, which are available for most new cars and trucks, provide detailed information about virtually every aspect of the vehicle, including technical specifications of the engine and transmission and a complete rundown of the vehicle's standard equipment and options.

Some of the most important information found on the data sheets are the manufacturer's suggested retail price (MSRP) and the dealer's invoice price, in other words, what the dealer paid to purchase the vehicle from the manufacturer. Armed

with this information, the Molers were better able to negotiate on a level playing field with the dealership.

After narrowing their choice of minivans down to the Ford Windstar, Steve and Silvia set out to visit their local Ford dealership.

"Because of the information the credit union provided us, we entered the dealership with a lot of confidence we were

going to get the model we wanted at a good price," Steve said. "We knew the dealer wouldn't sell us the car at cost, so we started negotiating from slightly above the invoice price and ended up settling for a price roughly halfway between the invoice price and MSRP."

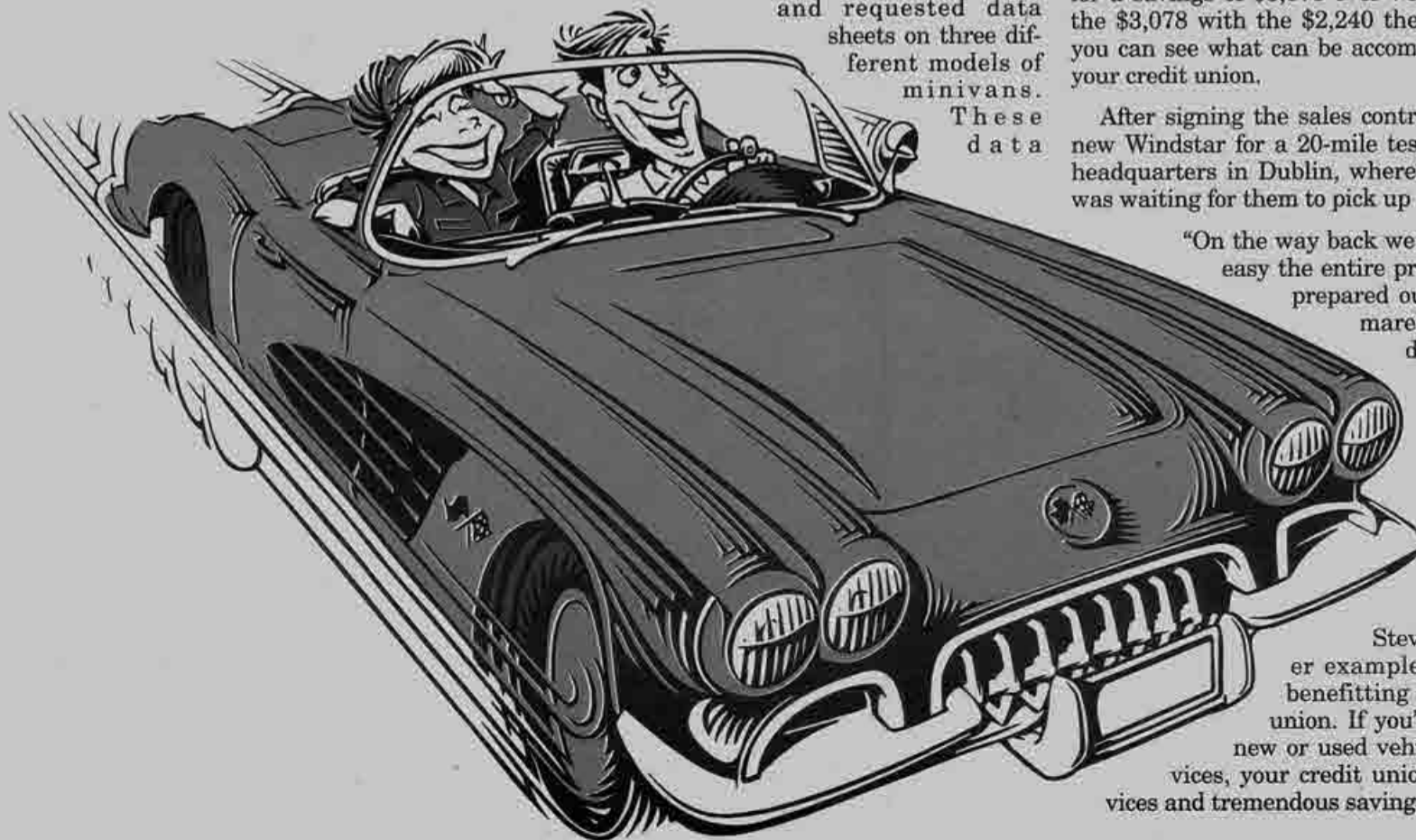
The dealer's MSRP, by the way, was \$22,740; Steve and Silvia purchased the vehicle for \$20,500, or for \$2,240 under the dealer's MSRP and about \$840 over the invoice price.

And the savings didn't stop there. The dealer offered to finance the minivan at an interest rate of 12.9 percent APR, which would have cost Steve and Silvia \$9,993 in interest over the life of the six-year loan. The credit union's financing of 9.25 percent APR costs the Molers \$6,915 in interest over six years, for a savings of \$3,078 over what the dealer offered. Combine the \$3,078 with the \$2,240 the Molers paid below MSRP and you can see what can be accomplished by using the services of your credit union.

After signing the sales contract, Steve and Silvia took their new Windstar for a 20-mile test drive over to the credit union headquarters in Dublin, where a check for the purchase price was waiting for them to pick up and take back to the dealer.

"On the way back we couldn't stop talking about how easy the entire process was," Steve said. "We had prepared ourselves for a consumer's nightmare of high pressure wheeling and dealing. But as it turned out it took us a little over two hours to look over various Windstar models, test drive one of them and negotiate the price. Had we not had the help of the credit union, I'm convinced we would have paid thousands more in finance charges and sales price."

Steve and Silvia's story is yet another example of how Local 3 members are benefitting from the services of the credit union. If you're thinking about purchasing a new or used vehicle, or need other financial services, your credit union can offer you convenient services and tremendous savings.



Surveyor instructor Merle Eli passes away

One of the toughest jobs in the Northern California Surveyors Joint Apprenticeship Program is being a correspondence instructor. For the past several years we have had a great one in Merle Eli. We regret to announce that Merle passed away in May from heart complications and will be missed by all of the people involved with the surveyors apprenticeship program.

Merle worked hard at whatever he did. He was a "surveyors surveyor." He knew the office as well as the field. Merle took a personal interest in those students he taught. He worked patiently with new apprentices on math and the more advanced apprentices on astronomy. We cannot thank Merle enough for all he did. We send our deepest sympathy to his wife, Carol, and family.

>Merle Eli

Taking over as correspondence instructor is Chuck Hendsch, who has worked for Meridian Technical Services since 1983. Before that, he worked for MacKay and Soms for many years. Chuck is an alumnus of the NCSJAC apprenticeship program and is certified in several of the specialties. Welcome to the NCSJAC Chuck.

Another member of our NCSJAC teaching staff, Fred Seiji, recently had success-



ful triple bypass surgery. Fred is coming along very well and will be back writing curricula for us soon. Get will soon Fred, we all miss you.

Our instructors will meet on Saturday, August 12, to discuss the 1995-1996 Hands-on Training schedule. More information will follow regarding next year's training. We do know the first session will be held on Saturday, September 9, and will continue for each second Saturday of the month until May 1996.

A full hands-on course schedule will be available soon, and we will be mailing them to all apprentices and journey upgrades. These classes are also available to all interested union members. If you would like to more information, please contact our office at (510) 635-3255 for more information.



by Art McArdle

Administrator

Who's to blame for soaring construction costs?

In the 1930s, Congress passed the Davis-Bacon Act to solve the problem of instability and cut throat competition in the construction industry. The law requires contractors on federally funded building projects to pay wages that prevail in the area where the construction project is located.

Soon after the federal Davis-Bacon Act was enacted, several states, including California, passed their own prevailing wage laws. These so-called "Little Davis-Bacon" acts required contractors on state-financed construction projects to pay prevailing wages.

These laws vary widely with respect to the types and sizes of projects requiring payment of prevailing wages, the formula for determining the prevailing rate, and the extent of applicability. All of this was designed to prevent unscrupulous contractors from underbidding jobs by paying their workers substandard wages.

The argument against prevailing wage laws is that they raise the costs of public construction projects. However, low wages lower cost only if one assumes that you get the same quality of labor regardless of pay scale. However, surveys have shown that workers who can be recruited to work at lower wages have fewer skills and less experience. Why employ workers at half the wage rate if they are going to take twice as long or longer to do the job?

Hardly a day goes by that we don't read in local newspapers that labor costs are soaring. Assuming these reports are true, we should keep matters in the proper perspective. According to the latest labor statistics, about 10 percent of the construction trades is unionized. Therefore, the remaining 90 percent of construction workers should be given 90 percent of the credit for the soaring cost. Don't you agree?

The construction worker that does not receive health, pension, apprenticeship and journey-level training benefits becomes a net user of public services, while the construction worker who receives these benefits becomes a net contributor.

We urge you to write your congressional representatives and urge them to oppose Davis-Bacon repeal legislation, HR500 in the House and S141 in the Senate. Here's why:

- Prevailing wage laws are a sound economic investment.
- Prevailing wage laws bring stability to the construction industry.
- Prevailing wage laws are not inflationary.
- Prevailing wage laws should be protected and strengthened.

You can find the address and phone number of your congressional representative in your telephone book's business White Pages under the representative's last name.

by Paul Schissler

Tech Agent



Some health & welfare benefits restored

This month's column consists of a letter that was recently mailed to all Operating Engineers and their families eligible under the California Operating Engineers Health & Welfare Trust Fund. The letter outlines improvements in the health and welfare plan that went into effect June 1.

"By mid 1992 the reduction in work hours for Operating Engineers, together with increases in health care costs, had caused a significant decline in the fund's reserves. The Board of Trustees temporarily lowered certain health and welfare benefits in July 1992 to rebuild the reserves.

Increases in the work hours for Operating Engineers in Northern California and the actions taken in 1992 have improved the reserves. We must caution that the fund's reserves are still not at the level needed for full restoration of the benefits the plan provided before July 1992.

Restoration of some benefits

Effective June 1, 1995, there will be a partial restoration of the plan's benefits. For hospital, medical, x-ray, laboratory, and surgeons' services performed after June 1995, your maximum out-of-pocket expense for covered charges will be \$1,000 in a calendar year. Since July 1992, the maximum has been \$2,000. These amounts apply to each individual Operating Engineer and each eligible family member with a \$2,500 per family maximum. These changes do not apply to participants and their families covered under the Kaiser plan.

Since this change is being made in the middle of the year 1995, covered charges for services between January and June 1, 1995, will be used in determining when payment at 100 percent will begin. Those for whom covered expenses were \$10,000 or more between January and June 1, 1995, will have met their out-of-pocket maximum for covered expenses for the balance of the year. Those for whom covered expenses were less than \$10,000 between January and June 1, 1995, will be required to pay 10 percent (20 percent for Schedule B) until the covered expenses for the year reach \$10,000. Beginning with calendar year 1996, the plan will pay the first \$10,000 at 90 percent (80 percent for Schedule B participants) and all remaining covered expenses at 100 percent.

Reminder to use preferred providers

Please be reminded that payments to preferred providers for hospital, medical, x-ray, laboratory charges and surgeons' fees are based on negotiated rates. Contracts with preferred providers do not permit them to charge more than their negotiated rates for covered services.

The percentage you have to pay is also at the negotiated rate, which will be considerably lower than if you use non-preferred providers. We use a schedule of allowances for non-preferred providers which will leave you with higher out-of-pocket expenses. The fund has a special schedule of allowances for those who reside out of the areas where preferred providers are located.

The out-of-area schedule leaves you with less out-of-pocket expenses than those who have a choice of providers but choose a non-preferred provider. For these services, especially expensive ones, whenever possible, you may wish to consider traveling to locations where preferred providers are available.

Improvements in eligibility requirements for students

(Applies to regular and Kaiser plan participants)

The Board of Trustees made one additional improvement that is not a benefit restoration. In recognition of the fact that the age of students at graduation from college is older than it has been in the past, the maximum age for student dependent status is being increased from 23 to 24 effective June 1, 1995. To qualify, students must be

enrolled in an accredited educational institution on a full-time basis, that is, at least nine or more full units. In addition, as students must often work in excess of the Plan's current limitation of 70 hours per month to help defray the increasing costs of education, there will no longer be a restriction on the number of hours a student dependent may work.

Goal is to restore benefits

We hope that the lower out-of-pocket expense resulting from this improvement will provide some financial security to you and your family.

We are pleased that the financial condition of the Operating Engineers Health and Welfare Fund will allow these improvements. We will continue to monitor the fund's finances. The Board of Trustees remains committed to restoring as many of the benefits previously in effect as soon as the financial status of the fund allows.

Should you have any questions about these changes, please contact the Trust Fund Office at 415-777-1770 or Fringe Benefits Center at 510-748-7450.

Sincerely,
Board of Trustees"

Retiree picnic a success

Many thanks to all retirees and spouses who attended the June 3 retirees picnic at Rancho Murieta. You made the day a great success. The weather also cooperated. And there were a few war stories retold as only retired Operating Engineers can retell them.

I would also like to thank all the officers, district representatives and agents for their help. In addition, thanks to Ray Helmick and his entire staff, especially Barbara Helmick, Steve Stromgren, Gary Herren, Karen Baumberger and the kitchen staff.

by Charlie Warren

Fringe Benefits

Director





1 in 8 workplace fatalities linked to alcohol, drugs

One out of every eight workers who dies on the job has alcohol or illicit drugs in his or her system at the time of death, according to a recent report by the Bureau of Labor Statistics.

While alcohol and drugs may not be the actual cause of death, they play a part, says the report published in the Department of Labor's Compensation & Working Conditions. The report stresses that alcohol and drug use contribute to worker deaths and are both "modifiable" risk factors that employers should seek to control.

Alcohol and cocaine

The most commonly detected substances were alcohol and cocaine. Alcohol was found at a blood level of .04 or more in 9 percent of accidental deaths, and 5 percent of suicides and homicides. Cocaine was found in 2 percent of accidental deaths, 2 percent of suicides and 4 percent of homicide victims.

The BLS compiled the report from its Census of Fatal Occupational Injuries, which collects information from the states. Based on 1992 data, the report reflects 1,355 deaths that included testing information - about one quarter of the 6,083 job-related deaths that occurred nationwide during that year. There were 214 deaths with positive toxicology reports, mainly for alcohol or illicit drugs. There were also some positive tests for carbon monoxide poisoning, but these deaths are not counted in the 1-in-8 statistic.

A direct causal link between alcohol or illicit drugs and the worker's death was made in only 10 percent of the cases in which there was a positive toxicological test. The BLS researchers concluded that alcohol and drugs are more likely to have a contributory than a causal role in incidents.

This conclusion fits with a federal study of post-accident railroad tests, which showed that alcohol or drugs contributed to about one third of all accidents involving a positive test. Extrapolating the railroad study to its workplace fatality census, the BLS states that alcohol or drugs contributed to 200 of the accidental - excluding murders or suicides - workplace deaths in 1992.

Murdered managers

One of the most interesting findings of the BLS report is the high proportion of murdered managers who had alcohol or drugs in their systems. While 14 percent of all workplace homicide victims tested positive for alcohol or drugs, 26 percent of homicide victims who were managers tested positive.

Of the 11 murdered managers who tested positive, eight were positive for alcohol, two for cocaine and one for amphetamines. Managers accounted for 18 percent of all workplace homicides in 1992.

Why would managers be twice as likely as other workers to have alcohol or drugs in their systems when they are murdered? "Still to be determined," responds William M. Marine, M.D., author of the study. "It does seem to be a manager issue."

But don't worry, just because they were murdered in the workplace doesn't necessarily mean these managers were the victims of subordinates. It is possible that managers are the people robbed in convenience stores, Dr. Marine suggests. Whoever did the murdering, however, the fact remains that a disproportionate number of managers had alcohol or drugs in their systems when they died.

Industry rankings

By industry, the one with the lowest rate of positives was mining. However, few mining deaths included toxicology information, so the BLS urges caution in interpretation. The industries with the highest proportion of deaths with positive drug or alcohol tests were agriculture, retail, finance, real estate, transportation, utilities, and construction. Farming had the highest rate of fatalities overall, representing 50 percent of all workplace deaths.

As for what employers can do to prevent alcohol or drug-related work-place deaths, Dr. Marine encourages them to adopt anti-drug programs. "Most employers have passed directives that their employees are going to get into trouble if they use drugs," he said. "Urine tests can help."

Reprinted from the February 1995 issue of "Drugs in the Workplace"

by **Bud Ketchum**

ARP Director

Addiction Recovery Program

(800) 562-3277 • Hawaii Members Call: (808) 842-4624

All Members Invited!

For more information, call (707) 546-2487

wet & wild 5

District 10 (Santa Rosa) BBQ
July 30, 1995 • Windsor Waterworks • Windsor, CA

Tickets include:

Tri-Tip, Chicken or Hot Dogs • Day use of park and all the trimmings

Picnic Hours: 10 a.m. to 5 p.m.

BBQ Served: 11 a.m. to 2 p.m.

Giant Raffle

You could be a BIG WINNER!!!

Discount waterslide tickets available at door for purchase @ \$6.00 ea.



by **Brian Bishop**

Safety Director

New OSHA standard for confined spaces

The final federal OSHA standard for confined spaces – 29 CFR 1910.146 – has provisions and requirements that I would like to list here. The final rule for “permit required confined space” is intended to eliminate deaths and injuries to workers entering and working in confined spaces. The rule is also intended to help rescue workers in the event of an accident.

A “permit required confined space” is a space such as a tank, process vessel or bin that has limited opening for entry and exit and has potential for containing a serious hazard.

Any space is a “permit required confined space” if it:

- Is not designed for continuous human occupancy.
- Is large enough and configured so that a bodily entry can be performed.
- Has a limited or restricted entry or access.
- Contains some type of serious hazard.

Some specific examples are storage vessels, furnaces, tanks, tunnels, railroad tank cars, pipes and vats containing a hazard outside of the following listed boundaries:

1. Oxygen 19.5 percent to 23.5 percent
2. Flammable below 10 percent of LEL (lower explosive level)
3. Toxic gases below the PEL (permissible exposure limit) or TLV (threshold limit value)

An employer may allow entry into a permit space without a written program, written permit, attendant or rescue team, provided the only hazards in the permit space are atmospheric, the hazards can be controlled by use of continuous forced air ventilation, and the atmosphere is tested periodically during the entry.

If a permit space has no potential for an atmospheric hazard, it may be reclassified to a non-permit space as long as all hazards remain eliminated.

Major provisions of the new standard

(reference ANSI standard)

3.2 Hazards shall be identified for each confined space. A review shall include, but not be limited to: Physical characteristics, configuration and location of the confined space, existing potential hazards, biological hazards, mechanical hazards.

3.4 Based on the evaluation of the hazards, a qualified person shall classify the confined space as a permit required or non-permit required confined space.

Entry into a permit required confined space shall include date of entry, location of entry, type of work to be performed in the space, safety equipment required, safety precautions required to do the job, type of atmospheric tests and the results of the tests, type of rescue equipment that will be needed, dura-

tion of the permit and space for the approval authority.

6.0 Atmospheres must be tested in the confined space before entry. Recommended sequence is oxygen, flammability, toxic.

6.1.3 If the confined space is vacated for a significant time period, retesting of atmosphere shall be conducted.

7.2 Attendants shall be stationed outside the space.

7.3 Attendants and occupants shall remain in constant two-way communications.

8.1 All energy sources which are potentially hazardous shall be locked out, relieved, and/or restrained before any entry into confined spaces.

10.1 Confined spaces shall be cleaned/decontaminated of hazardous materials to the extent feasible before entry.

12.2 Appropriate retrieval equipment shall be used when a person enters a permit required confined space.

12.2.1 A mechanical device shall be available to retrieve personnel from vertical permit required confined spaces greater than 5 feet in depth.

13.1.2 A sign for permit required confined space shall have a warning that a permit is required before entry.

14.1 A plan of action (Emergency Response Plan) shall be written with provisions to conduct a timely rescue for individuals in a confined space should an emergency arise. It shall include:

- Method of rescue
- Designation of rescue personnel
- Type and availability of rescue equipment
- Method to summon rescuers
- Training and drill of attendant and rescue personnel in pre-planning, rescue and emergency response

15.1 Personnel responsible for supervising, planning, entering, or participating in confined space entry and rescuers shall adequately be trained in their function prior to any confined space entry. Training shall include:

- Hazards associated with confined spaces
- Reason for, proper use, limitations of PPE
- Explanation of permit system
- How to respond to emergencies
- Duties/responsibilities as a member of a confined space entry team
- A description of how to recognize probable air contaminant overexposure to themselves and co-workers, and method(s) for alerting attendants

15.4.3 Rescue personnel shall be trained in first aid and

District and Retiree Picnics

STOCKTON/CERES DISTRICT

Sunday, July 23
Mickey Grove Park
11 a.m. to 4 p.m., lunch served 12 noon to 2 p.m.
BBQ steak, hot dogs, beans, salad,
French bread, ice cream and unlimited beer and soda
Games, prizes for kids
Tickets: \$10 actives, \$8 retirees,
under 15 free
Info: (209) 943-2332

SANTA ROSA DISTRICT

Sunday, July 30
Windsor Water Works
10 a.m. to 5 p.m., food served from 11 a.m. to 2 p.m.
\$12 adults, \$9 retirees, \$1 kids under 12
Discount water slide tickets \$6
4 water slides, 2 swimming pools, children's pool, raffle, door prize, game arcade
Menu: Choice of chicken or tri-tip, hot dogs, salad, rolls, beans, unlimited beer and soda
Limited number of tickets
Info: (707) 546-2487

SACRAMENTO DISTRICT

Sunday, August 6
New location: Folsom Pavilion,
Folsom next to Folsom Zoo
Park open 11 a.m. to 5 p.m., food serviced 12:30 to 2:30.
BBQ tri-tip roast, hot dogs, beans, salad, drinks
Tickets: \$7.50 active, \$5 retirees, under 15 free
Raffle, horseshoes, nice Zoo next to park
Info: (916) 565-6170

SALT LAKE CITY DISTRICT

Saturday, August 26
Murray Park, No. 5 Pavilion
(Enter park from 330 or 406 E. Vine in Street) in Murray.
12 noon
\$6 per person, \$12 family
Swimming pool, ball fields
Pre-retirement meeting at 10 a.m. at union hall

Salt Lake Retiree Golf Tournament: Friday, Aug. 25, at Mick Riley Golf Course, tee-off at noon.
If you want to play, contact Katey at Salt Lake office:
Info: (801) 596-2677.

SAN FRANCISCO DISTRICT

Saturday, September 16
Huddart Park, Woodside
Info: (415) 468-6107



Supervisors approve Natomas flood control project

SACRAMENTO – In the middle of June we experienced major rain storms here in the Sacramento Valley. Because of this unusual weather, which even included funnel clouds, several projects were temporarily shut down.

Teichert was unable to start the Elk Grove High School and Middle School project due to wet conditions. Surveyors Group has completed the rough grade staking. Granite has been held back on the Hwy. 99 corridor improvements due to bad weather.

The pipeline contract has been awarded to ARB Contractors. It consists of 53 miles of 20-inch pipe from Winters to West Sacramento and 10 miles of 20-inch pipe from West Sacramento to South Sacramento and Rio Linda. The pipe is scheduled to arrive around August 21. Towill Inc. will be doing the surveying.

The subdivision market is fairly busy in the low- and median-priced home market, with Roseville area the busiest followed by South Sacramento and El Dorado Hills.

The Natomas flood control issue has reached the construction stage. Because of the work of District Rep. John Bonilla, Sacramento District business agents and other labor groups who attended public meetings, we were able to convince the board of supervisors to approve this project.

The cost of the project will be about \$60 million. About \$11 million has been awarded to Homer J. Olsen Inc. to raise and repair the levees. Some \$49 million is earmarked for the retention pond, pumping plant and two bridges.

In the high country, work has been slow to get started. Granite has been doing emergency road

repairs for Caltrans on Hwy. 50. Don Garcia has been working at South Lake Tahoe and is doing emergency repairs on Hwy. 89 at Tahoe City.

The Teichert plant at Truckee has kept its crew working doing repairs on the plant and supplying materials for various small jobs in the area. We hope when the weather settles down work in the high country will pick up.

The Sacramento District's 12th Annual Membership Picnic will be held on August 6 at Folsom City Park Pavilion, which is located next to the Folsom Zoo. Tickets are available from business representatives and at the Sacramento office.

*Troy Ruff, Business Rep. and
Bill Schneider, Tech Engineers Rep.*

Sheehan, Wilbrose low bidders on Tuscarora pipeline project

REDDING – Work in the Redding area is going to be good this year after a long wet winter.

Pipeline contractors Sheehan and Wilbrose have been notified that they are the low bidders on the Tuscarora natural gas pipeline that will extend from Malin, Ore., to Tracy, Nev. The contracts have not been signed as of this time, but Sheehan's office staff are on their way from Tulsa, Okla. Sheehan will have the north end of the pipeline and Wilbrose will do the south end.

Roy Ladd Inc. is currently working on Hwy. 36 west of Red Bluff and on a slide on Hwy. 36 at Mad River. The company has also picked up 250,000 yards of dirt on I-5 at LaMoine.

J.F. Shea Company has been busy at Weaverville on Hwy. 299 and on Hwy. 273 on the bridge project. The company has also picked up a \$3 million job at Madeline on Hwy. 395. Crews were expected to start July 1, but there is water standing on the right-of-way.

Tullis has picked up the Churn Creek realignment project. The company also has been moving dirt and paving with Baker-Blaisdell on its Bonneyview Bridge project. Baker has been working on numerous storm damage work on I-5 between Corning and Redding.

*District Rep. Monty Montgomery
and Business Rep. Wilbur Chase*

Work finally breaks loose after endless winter

RENO – Summer has finally arrived after what seemed like an eternal winter, and work has bustled loose in a big way for the second straight year.

New hotel-casino work is going strong. The Peppermill Tower addition has begun and a tower crane will be put up soon. The Nugget in Sparks has a proposed \$72 million tower addition. Perini has operators working on the Hampton Inn and Silver Legacy. The Eldorado Tower is just finishing up.

Overlay work is rolling now, keeping many operators busy for Frehner and Granite Construction. More jobs bidding soon will include \$5.3 million worth of street work for the City of Reno and about \$7.5 million worth of work on Hwy. 50 in Lyon County.

The Tuscarora Pipeline will start soon, with 50 miles in Nevada and 170 miles in California.

The Pinion Pine power plant at Tracy has

begun, with T.W. Construction doing the site work. Granite has started the first phase that involves the footings. There will be a lot more work to be bid at the power plant.

Gradesetting classes

Doug Guist of Q&D Construction instructed a series of gradesetting classes beginning June 10 in which some 30 Q&D employees learned about slope staking and other gradesetting techniques. The three, two-hour classes were informative and very productive. Q&D plans to standardize all phases of gradesetting so gradesetters and operators can move from job to job without encountering problems in understanding the layout and grade stakes.

Doug plans on giving classes on using lasers for underground and the traditional work in subdivision and road construction. Local 3 would like to

thank Doug for the tremendous effort he is making in helping us stay ahead of the competition. Also, we send our appreciation to Norm Dianda, Lee Ruff, Greg Smith, Jack Isenberg, Rob Bagley, Jacob Esquer and Duane Kilgore for their help and participation in the class.

New Reno office location

The Reno District hall is moving, effective July 24, to a temporary office until our new building is finished some time in October. The temporary office is at 445 Apple Street, Suite 100, across from the east side of the Park Lane Mall. This is in the same building that houses the trust fund office. Our permanent office will be at 1290 Corporate Blvd., at the corner of Wall Street and Corporate Avenue in the Dermody Business Park, which is at McCarran Boulevard and Mill Street in Reno.

MEETINGS & ANNOUNCEMENTS

IMPORTANT NOTICES:

➤ New starting time for District Meetings

In response to inquiries from Local 3 members, Business Manager Tom Stapleton directed that a questionnaire be published in the September 1994 issue of *Engineers News* seeking input from the membership on whether or not the starting time for district meetings should be moved to 7 p.m. from the former starting time of 8 p.m. (except for Hawaii, which has always had a 7 p.m. starting time). Based upon the results of the survey, the Local 3 Executive Board and each District Grievance Committee concurred unanimously in a recommendation that **all Local 3 district membership meetings will begin at 7 p.m., effective January 1, 1995.**

DEPARTED MEMBERS

Albright, H.	San Leandro, CA	04/09/95
Avila, Abel	Lemoore, CA	04/28/95
Brothers, Paul	Reno, NV	05/12/95
Brown, Leona	Monroe, UT	05/18/95
Burkhart, Eugene	Shingletown, CA	04/22/95
Butlerworth, Frank	Elko, NV	05/01/95
Byrd, David	Fresno, CA	05/03/95
Caldera, James Sr.	Rohnert Park, CA	04/25/95
Carmack, Claude	Loomis, CA	04/27/95
Cline, Leeland	Anderson, CA	05/10/95
Collings, Walter	Stoughton, WI	05/04/95
Dick, Albert	Coleville, CA	05/18/95
Grider, Charles	Los Molinos, CA	04/27/95
Gross, Jake	Fair Oaks, CA	04/01/95
Hansen, Dan	Livermore, CA	04/27/95
Harris, Bobby	Coquille, OR	05/14/95
Hawes, Loy	Foresthill, CA	04/28/95
Helm, Jay	Fremont, CA	05/10/95
Hill, Eugene	Napa, CA	04/25/95
Hover, Wallace	San Rafael, CA	05/11/95
Ishida, Haruo	Millitani, HI	05/04/95
Jensen, Devon	Ogden, UT	05/09/95
Johnson, J.	Sacramento, CA	05/17/95
Klein, Vern	Pioneer, CA	04/30/95
Levash, Joseph	San Jose, CA	05/09/95
Mansfield, R.	Hornitos, CA	05/09/95
McCallery, Charlie	Grass Valley, CA	04/26/95
McDaniel, Connel	Richmond, CA	05/04/95
McLaughlin, James	Lakeport, CA	05/13/95
McPherson, Billie	Fresno, CA	05/10/95
Miller, E.	Coalinga, CA	04/27/95
Neves, Howard	Manteca, CA	05/11/95
Rosa, Frank	Milpitas, CA	05/05/95
Rose, Thomas	Chowchilla, CA	05/05/95
Sellen, John	Smith River, CA	05/22/95
Stilling, Joseph	Graz, CA	04/04/95
Wahl, Emmanue	Citrus Heights, CA	05/07/95
Wells, Carlyle	San Leandro, CA	02/13/95

Deceased Dependents

Abington, Dorothy	wife of William Abington	05/16/95
Difeo, Marceline	wife of John Difeo	05/03/95
Galvin, Marcella	wife of William Galvin	05/05/95
LaPointe, Evanel	wife of Lloyd LaPointe	04/26/95
Parsons, Eleanor	wife of Curtis Parsons	05/20/95
Vandiver, Janet	wife of James Vandiver	04/25/95

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of June 1995, and have been determined to be eligible for Honorary Membership effective July 1, 1995. They were presented at the June 25, 1995 Executive Board Meeting.

Gilbert Ayala	Reg #0959429
David L. Burrows	Reg #0987320
Orval W. Cameron	Reg #1025349
Lynn Checketts	Reg #0967783
Bob J. Coptin	Reg #1006595
David Dunaway	Reg #0915681
Donald G. Estes	Reg #1027820
Robert Folsom	Reg #0262855
Paul Garcia	Reg #0994072
John F. Gomes	Reg #1020144
Dan Hawkins	Reg #1020148
Edmund Hepworth	Reg #1025368
J. Keith Hepworth	Reg #1001652
Thomas Hunter, Jr.	Reg #1025370
L.W. Livingston	Reg #0969669
Buck J. Madruga	Reg #0908598
Filberl Munoz	Reg #0959447
O. Purdom	Reg #0796116
Emory Readon, Jr.	Reg #0838836
Ronald Rocha	Reg #0987375
William N. Rogers	Reg #0758296
John A. Sanders	Reg #0854178
Eugene Schaulfer	Reg #0738989
Lawrence E. Scott	Reg #0991100
Sargent A. Shira	Reg #1013792
Fumie Spinetti	Reg #1043712
James V. Tomasello	Reg #0763710
Al D. Troy	Reg #0924992
Sidney L. Usry	Reg #1040543
Roberto Villarreal	Reg #0908794
Charles Ward	Reg #0876130

Check page 16 for District and Retiree Picnic Dates



DISTRICT MEETINGS

All district meetings will convene at 7 pm.

JULY 1995

- 11th District 30: Stockton, CA
Engineers Building
1916 North Broadway
- 18th District 40: Eureka, CA
Engineers Building
2806 Broadway
- 19th District 70: Redding, CA
Engineers Building
20308 Engineers Lane
- 20th District 60: Yuba City, CA
Sutter-Yuba Board of Realtors Bldg.
1558 Starr Dr.
- 27th District 80: Sacramento, CA
Engineers Building
4044 N. Freeway Blvd.

AUGUST 1995

- 10th District 50: Fresno, CA
Laborer's Hall
5431 East Hedges
- 17th District 01: San Francisco, CA
Seafarers Int. Aud.
350 Fremont St.
- 24th District 11: Reno, NV
Airport Plaza Hotel*
1981 Terminal Way
- 25th District 12: Salt Lake City, UT
Engineers Building
1958 W. N. Temple
- 31st District 04: Fairfield, CA
Engineers Building
2540 N. Watney Way

SEPTEMBER 1995

- 7th District 20: Oakland, CA
Local 3 Headquarters
1620 S. Loop Rd.
Alameda
- 12th District 17: Hilo, HI
Hilo ILWU Hall
100 W. Lanikaula St.
- 13th District 17: Maui, HI
Waikapu Community Center
22 Waiko Place
Wailuku
- 14th District 17: Honolulu, HI
Farrington High School Library
1564 King St.
- 19th District 17: Kona, HI
Holualoa Imin Community Ctr.
76-5877 Mamalahoa
Holulaloo
- 21st District 17: Kauai, HI
Kauai H.S. Cafeteria
Lihue
- 21st District 10: Santa Rosa, CA
St. Eugene's Church
1981 Terminal Way
- 28th District 90: San Jose, CA
Labor Temple
2102 Almaden Road

* Location change

Free Want-Ads for Members



FOR RENT: Space in mobile home park. Travel trailers ok. Near mountains, lakes, hunting, fishing, boating. Family park/senior discount. (916) 963-3261. Reg #888800 6/95

FOR SALE: Charter membership Holiday Adventure Resorts of America. Home resort, beautiful Sierra Springs by Rollins Lake. Clubhouse, spa, sports courts, activities, privileges, many others. \$2,500 OBO. Dues \$350/yr. (916) 645-2560. Reg #0848501 6/95

FOR SALE: 88-Case 580K Backhoe Loader. One owner/operator, ex. cond., 4-in-1 loader w/new cutting edges. Extendable. 12-18-24-36 buckets. Deluxe cab w/radio & phone. Must sell. (408)227-0313. Reg #0863737 6/95

FOR SALE: '84 Toyota 4x4. 35 Super Swamper. Detroit locker, stereo, alarm. \$7,000 OBO. (510) 625-8434. Reg #2153049 6/95

FOR SALE: 1956 2-1/2 ton Chevy flat bed dump truck. 2-sp rear end. Rebuilt 261 engine. Good condition. (916) 689-4061. Reg #1238702 6/95

FOR SALE: 1990 Lincoln Towncar. Signature Sed 4D, V8 5.0 liter engine, auto, fully loaded, maroon w/maroon interior, 67k miles. Also: 1991 Ford Pickup Ranger Super Cab. V6 4.0 liter engine, auto, loaded XLT pkg, blue-gray w/blue int. Special made canopy. 37k miles. (916) 741-1821. Reg #1209178 6/95

FOR SALE: 3 Acres. Shingie Town area. 4k-ft. elev. on Hwy 44; 24 mi. from Redding; 20 mi. to Lassen Park. All black top roads; near small airport. Bldg. site is cleared, well and septic tank are in. Beautifully treed, exclusive homes. \$50k/neg. Call (916) 533-7474. Reg #1006613 6/95

FOR SALE: 2.45 acre buildable lot near Calif. City, CA. Nice homes in the area. Asking \$18k OBO. Legal description. lot 46, tract 3335, Kern County, CA. (909) 862-3101 for more details. Reg #0977712 6/95

FOR SALE: 2-bd/1-ba home. Located in San Bernardino, CA. 1-car garage, fenced yard. Priced right at \$61,000. Call (909) 862-3101 for more details. Reg #0977712 6/95

FOR SALE: 1968 Camaro. 327, one owner. Great shape, black vinyl top, body, interior, bucket seats and belts, air and heat, runs great, passes smog, kept garaged. Needs paint. \$5,500. (209) 931-2058. Reg #1022395 6/95

FOR SALE: Water truck. 1950 autocar, 4,000 gal tank, pony motor. \$6,000. Horse trailer, 3 horse side by side \$650. Ford tractor diesel \$2,750. 16-ft car trailer \$1,895. Call (209) 826-9465. Reg #1043556 6/95

FOR SALE: Mobile home. in Lake Havasu City, AZ. 16'x70' w/ 9'x36' AZ room, 3-bd/2-ba. Water softener. 8'x10' storage shed, trees or bubblers. Mins. to boat launch. In park w/lg pool available. Near Laughlin, Nev. casinos. \$32,500 OBO. (520) 764-3557. Reg #0888970. 6/95

FOR SALE: Oak cupboard doors. New, 52 in various sizes. \$35. Phone (209) 333-2449. Reg #763947 6/95

FOR SALE: 1982 Dodge 1-ton. New 360 V8, P/S, P/B, A/C, A/T, new rear tires, utility bed, excellent condition. \$3,500. (916) 992-1357. Reg #2005753 6/95

FOR SALE: Blue Fronted Amazon Parrots. Hand-fed babies from 4 mo. to 4 yrs. Domestic bred in my home. Call Dick (510) 724-1992. Reg #0766424 6/95

FOR SALE: 2.3 acres of beautiful, wooded, remote, undeveloped property in No. Calif. 40 minutes from town. Great for campers/hunters-weekend and vacation getaways! \$6,500. For more information and map - S. Brummett (916) 628-5030. Reg #1490348 6/95

FOR SALE: 1992 Sprinter Trailer. 23-ft, rear bdrm, 2-dr, awning, micro, AC, stablers, stereo, elect ign water heater, extra clean-low miles. \$9,995. (510) 895-6543. Reg #915793 6/95

FOR SALE: 1989 Winnebago Elandan. 37-ft fully loaded, full awnings, air/hydr jacks, 26,407 miles. \$65,000 OBO. (510) 689-6594. Reg #1597749 6/95

FOR SALE: '88 Excel 5th Wheel. 32.5, queen size bed, oak int., walk-thru bath, stereo, awning, air. Used very little, like new, inside and out. (503) 352-6660. Reg #0381659 6/95

FOR SALE: '67 Bronco. All original, good shape. \$4,000. Also: 580 CK Backhoe, 18"-24" buckets. Needs clutch pack \$6,000. 16" Miller Wheel-Field Disc. \$4,500. Fifth Wheel hitch \$100. 4KW-110 Onan generator, sell-start. \$700. (916) 877-5419. Reg #0745211 6/95

FOR SALE: Waterfront property! 3 bed/2 full baths, custom mtg. home in Lake Co. on Cache Creek. Fantastic fishing from backyard. Boat dock, new roof, numerous upgrades, immac. cond. Great family retreat or retirement dream. Ready for immediate occupancy. \$89,950. Reasonable offers accepted. (707) 994-4886. Reg #2056260 6/95

FOR SALE: Choice country location. 4+ acres; irrigated, w/3-bd, 2-ba home. Located in the Lockeford area, lots of horse activities, close to great fishing & boating. Property has horse stalls and tack room. Price reduced to \$165,000. Nichols

Realty (209) 727-3757; or Marilyn, eyes. (209) 759-3582. Reg #1051282 6/95

FOR SALE: 1990 Custom built Outlaw Day Cruiser boat. With 3 axle trailer. 6' bed and 2 love seats in cabin, 2 captain's chairs and bench seat on deck. Full canvas cover. Excellent condition, low hours. \$12,800 OBO. (916) 338-5836. Reg #2062743 6/95

FOR SALE: 8-1/2 ft. Coronada Camper. Sleeps six; w/Edie Boat Loader, toilet, refig, gas, elec., with "Dyna Lift Loader." Also: 12 ft. Klamath Boat, 7-1/2 Evinrude motor; cement mixer. Make offers on all. (209) 745-2517. Reg #0854101 6/95

FOR SALE: 1990 Winnie Phaser 21' class A motor home, outfitted for one or two persons. Roof air (new), auto air, cruise control, generator, new front tires, new flush toilet, new inner-spring mattress, microwave. \$23,500 OBO. (916) 527-5140. Reg #873294 6/95

FOR SALE: 1934-35 Antique Buick. Rear mount trunk in great shape. Nevada City, call Leo (916) 265-5268. Reg #1022348 6/95

FOR SALE: Mobile home in Citrus Heights, CA. 14'x60'-2 bd, 1-1/2 ba. Close to bus, shopping, hospitals. Awnings, nice deck on both sides. Lg storage bldg. DW, garb disp, W/D. Beautiful yard, in adult park. Reasonable rent. \$27,000. (916) 349-8641. Reg #1030028 6/95

FOR SALE: Membership to the Presidents Club Resorts. 56 home parks. Great travel, golfing, camping and fishing w/many discounts. Must sacrifice due to financial hardship. Valued at \$10K, but selling at \$8,000. Call John or Cris at (415) 469-8011 btwn 6-8 pm. Reg #1609843 6/95

FOR SALE: 13.5x61 ft mobile home. Located in spacious park on the Mokelumne River. 2-bd/1-ba. Kitchen in front. Beautifully landscaped in excel cond, awnings both sides. room for 2 cars, extra large porch, 8x10 tin shed, 9x16 ft shop or storage area. \$31,500. (209) 794-2671. Reg #0830836 6/95

FOR SALE: 42' Vatch-1966 Owens "Classic". Double mahogany planks hull, enclosed bridge, twin diesels (170 V6) 670 hrs, full galley, 2 staterooms, 2 heads w/showers, VHF radar, auto pilot, depth finder, 300 gal fuel capacity, 200 gal fresh water tanks, fresh water pump, Gen-Set. \$60,000. (916) 735-6767. Reg #2118547 6/95

FOR SALE: 3-story home on Hood Canal; north of Shelton, WA. Private drive, 2 yearly ponds. 2 F/P, 3-bd/2-ba on 1 acre; \$169,500. Additional 1 acre parcel available; can be a 2 acre unit. 3 lots at Lake Cushman, lot #11, \$9,000; lot #19, \$6,000; lot #51 w/14'x66' mobile; \$26,500. (707) 546-3238. Reg #1006652 6/95

FOR SALE: Survey equipment. Leitz/Sokkia SDM3E Semi-total Station. S/N 71204, 12 years old, unused 8 years. With approx. 30 accessories. \$2,500. Grass Valley, CA (916) 477-8837 anytime. Reg #865600 6/95

FOR SALE: Pure maple dining room table. Oval shape w/2 leafs & 7 chairs. 2 captains, 5 high back. Old but well taken care of. \$1,000 OBO. (408) 629-7039. Reg #2193846 6/95

FOR SALE: Mobile home. 8' x 40' with large porch, all covered, on 60' x 95' fenced lot in city of Clearlake, CA. 1/2 mile from lake and shopping area. Has large storage bldg and cement parking area. \$35,000 or trade for place in Oregon, etc. (707) 995-7031. Reg #1196400 6/95

FOR SALE: 1972 Karmann Ghia. Excellent condition, good tires (aluminum wheels), good brakes, new clutch, no rust. \$3,000. (408) 842-2759. Reg #801021 6/95

FOR SALE: 10+ acres. Completely fenced and crossfenced in Bella Vista, 6 mi. out of Redding, off Hwy 299 East. 45' x 60' barn, 3-car gar, 3" irrigation system, elec, septic, pond w/island. 24' x 50' mobile optional. Must sell due to illness. \$150,000. (408) 728-4472. Reg #2126843 6/95

FOR SALE: 350 Chevy engine. 4-barrel, auto, Re-manufactured by auth dealer (not rebuilt), only 6k mi on 3 yr/50K mi warranty, still in effect. Pink slip incl, manifold, heads, ps, distributor, head unit. \$1,000 OBO. (408) 776-1731. Reg #1725634 6/95

FOR SALE: 1969 Harley Davidson. 86-in, "Stroker" motor, 1948 Wishbone frame. All American parts, runs very strong, but kick start only. New tires, no miles on brand new Shortie S/S carb. Over \$10,000 invested; will sell, but taking serious offers only. (408) 776-1731. Reg #1725634 6/95

FOR SALE: Misc items. Coca-Cola chest cooler; money box w/ 15¢ slot; \$250 OBO. 351 Cleaver engine; \$150 OBO. 4-cylinder Plymouth engine; \$100 OBO. Army-4-cycle air cooler engine; \$100 OBO. Tom (209) 984-5716. Reg #1054919 6/95

FOR SALE: '83 GMC 3/4 ton pick-up. Turbo diesel, AT, AC, camper shell w/carpet kit. \$4,000 OBO. (916) 671-1724. Reg #1855418 7/95

FOR SALE: LeTourneau welding truck. GMC panel,

300A Lincoln welder on power takeoff. Rebuilt engine. \$1,000 OBO. (916) 963-3261. Reg #888800 7/95

FOR SALE: 1973 Smuggler Camping Trailer. Built to haul motorcycles; 16' sleeps 4; stove, icebox, sink w/two 5-gal propane tanks, elec brakes, equalizing hitch & bars. Will hold 2 bikes or 2 Quads. \$2,500. (510) 449-5146. Reg #1953042 7/95

FOR SALE: 1968 Chevy CST 3/4 ton. Blue & white; 327-36 144 mi. on rebuilt engine, 400 turbo trans, AC. All orig; one owner; 95" restored as new. All receipts. \$10,500 firm. w/free 119" camper. New refig & hot water, fair cond. (916) 742-2411. Reg #0711891 7/95

FOR SALE: 1985 Mercury Capri-GS. 5.0 liter V8. Also: Mikasa crystal stemware; never used; used redwood 2x4, 4x4, 1x6 (100 ft). All prices negotiable. (408) 274-5591. Reg #2105272 7/95

FOR SALE: Pool table. Still in box. Make an offer. Call Miguel in San Jose (408) 286-9178. Reg #0750523 7/95

FOR SALE: 3208 Cat engine. Runs fine but needs rebuilt. 210HP at 2800 RPM, non-turbo, \$2,250 OBO. (510) 886-4444. Reg #1174574 7/95

FOR SALE: 55' Chris-Craft. 1962 twin 871 GMC, 15 KW gen, 3 staterooms; all elec galley. Market price: \$80,000. Have to sell now for \$35,000. (707) 823-4667. Reg #924959 7/95

FOR SALE: 1978 Ford "SWAT" van. 351 Ford (12' box), 6' travel area w/seating for 8, 2 upper bunks, 6' work shop area w/cabinets. "Race ready" \$5,250. (510) 793-5123. Reg #0640872 7/94

FOR SALE: '88 Excel 32.5-ft. 5th wheel. Queen island bed, walk-through bath, oak interior, air, awning like new, in & out. (503) 352-6660. Reg #0381659 7/95

FOR SALE: Coronada Camper. 8 1/2-ft; sleeps 6, with Edie boat loader, toilet, refig, gas or elec, with Dyna-Lift loader. \$1,000. Also: 12-ft Klamath boat; 7 1/2 Hp Evinrude motor; \$700. (209) 745-2517. Reg #0854101 7/95

FOR SALE: 1982 Mack cab-over water truck. 3800 gal tank. Complete equipment for roadwork and firefighting. Many extras! Call for details. \$35,000. (209) 754-4466. Reg #0803100 7/95

FOR SALE: 1979 Ford Rancho. White/red, int 351; Clev motor rebuilt, AC, AM/FM, new tires, battery, good cond. \$3,500. (916) 963-3261. Reg #888800 7/95

FOR SALE: 7 space zone for 21. Washroom, well, barn, other buildings, double wide office and home on separate lot. Buildings, trees all on 3 acres for \$120,000. Call (916) 963-3261. Reg #888800 7/95

FOR SALE: 1986 Ford 755A backhoe. Original owner. 18", 24" and 36" buckets. 4-in-1 loader bucket. Asphalt cutting wheel included. \$16,500. Neil (707) 374-6048. 7/95

FOR SALE: Link Belt HTC-25 w/70' boom, 25' jib. \$68,000. Stella (707) 762-2180. Reg #0795985 7/95

FOR SALE: Grove 15 T 65' with clam and concrete buckets. \$25,000. Stella (707) 762-2180. Reg #0795985 7/95

FOR SALE: Misc. items. Plano: 1901 Ludwig & Co Paris, Trade No. 47922; made in Buffalo, NY. \$1,000 OBO. Also: '78 Dodge, cozy kitchen, self contained, 72K mi, new tires; \$6,000 OBO. Camper for short bed pick up; \$150 OBO. Camper for 3/4 ton pick up w/jacks; \$200 OBO. Honda cycle, camper special, hall rack on front bumper, 750 mi; \$550 OBO. Tom (209) 984-5716. Reg #1054919 7/95

FOR SALE: Motorhome, 1979 35-ft. Vogue, Dodge 440 engine, great cond., dual AC, gen, mw, blender, bar, TV, bath, awning, car trailer, tub & shower, vanity table, lots of outside

storage, \$19,000; call (916) 991-1987. Reg #1006787 7/95

FOR SALE: 17' Fiberglass fishing boat with single axle trailer. Life jackets, bumpers, two anchors, powered by completed overhauled Chrysler 1984 (10 hrs), depth finder, canvas top, (single) side curtains. (415) 366-4015. Reg #4847067/95

FOR SALE: 2.5 acres in Siskiyou County. Heavily wooded, level ground, improved graded road 10 min. from McCloud, 20 min. to ski area. Excellent hunting, fishing, close to many lakes. \$14,500. May consider terms. (916) 926-6236. Reg #1993888 7/95

FOR SALE: 1955 Roadmaster Buick. Excellent cond., electric windows. 2-door hard top. \$5,000. Reg #1019990 7/95

FOR SALE: Cemetery lots. 2 southend, east lawn at Southingate Memorial Park (Sacramento, Calif., Hwy 99, Sheldon Rd) \$1,000 ea. (415) 589-1511. Reg #1369508 7/95

FOR SALE: Chest freezer. 8-cubic ft, like new, rarely used. \$200 OBO. (510) 417-1168. Reg #1597767 7/95

FOR SALE: Roll top desk. Beautiful Bear Creek executive model, solid oak with matching chair. \$1,500. Also: Libbycycle model 6500 like new, hardly used. \$1,000. (707) 762-5351. Reg #1203570 7/95

FOR SALE: Celebrity Choice bed. New, adjustable, massaging, super king size, dual controls. Sells for over \$5,000; asking \$3,400. (408) 338-2322. Reg #2181648 7/95

FOR SALE: 5-yd. dump box. Like new, 79 Ford LN7000 Backhoe Transport, new 3208Cat 10-sp/2-sp rear, new tires, alloy rims like new. \$8,000. Also: Backhoe buckets, Case 36, 30, 24, 18, 12, Cat 18 like new. (510) 679-9120. Reg #2047665 7/95

FOR SALE: Fibertom Cruiser. 1/0; 24"-2"; Ford 302; full Delta cover. Frank (510) 797-3553. Reg #0595126 7/95

FOR SALE or TRADE: Mobile home in Clearlake, Calif. Covered 8' x 40' with large porch on fenced 60' x 95' lot. Storage building. \$35,000 cash or trade for home in Oregon of equal value. (707) 995-7031 P.O. Box 1056, Clearlake, CA. 94522. Reg #1196400 7/95

WANTED: Shredder. To accommodate my 4-cyl, 22 hp

WANTED: OLD WATCH FOBS

Anyone with any old fobs laying around in a drawer or collecting dust somewhere who would like to see them put to good use, we are interested. We have a retiree who is working on a collection that will be on display in the new Reno District office. Please send to:

**Operating Engineers
185 Martin St., Reno, NV 89509**

SwapShop ads are free to charge to members with 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 Union #3
1620 S. Loop Rd., Alameda, CA, 94502
ATTN: SwapShop**

OR FAX ADS TO: SwapShop (510) 748-7471.

Ads are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in SwapShop. No phone-in ads please.

**All ads must include Member Registration Number. Social Security Numbers are not accepted. All ads should be no longer than 50 words in length.*

PERSONAL NOTES

► The **Santa Rosa District** office wishes to congratulate **James and Angela Gobbi** on the birth of their son **Jordon Gobbi**, born 6-12-95, 8 lbs., 15 ozs., 20 1/2". The grandfather is **Louie Gobbi**. Condolences to the family and friends of **Guy Walton**, deceased 5-3-95.

► The **Redding District** office wishes to express its sincere sympathy to the family and friends of departed brothers **Eugene Burkhart, Charles Crider, Conrad Johnson** and **Robert Patrick**. Sincere sympathy also to the family of member **Oliver Gomes** on the passing of his wife **Patsy**, and the family of **Lavern Miller** on the passing of his wife, **Geraldine**.

SCHOLARSHIP COMPETITION

Local 3 awards 4 scholarships to high school seniors

Four high school seniors have won academic scholarships from the 1995 Local 3 College Scholarship Awards. The winners are sons and daughters of Local 3 members. Two \$3,000 scholarships were awarded to the top female and male applicants, and two \$2,000 scholarships were awarded to each female and male runner-up.

The Operating Engineers Local 3 Federal Credit Union contributed \$1,500 to each first-place scholarship and \$1,000 to each second-place scholarship. A scholarship selection committee comprised of faculty from UC Berkeley's Center for Labor Research and Education chose the four finalists.

Note: If you have information about your scholarship winner with current address, please contact the Local 3 Public Relations Department at 510-735-7900 ext. 4121 or write to the Operating Engineers Local 3 Public Relations Department, 1121 S. Jump Road, Fremont, CA 94562.




Molly Amanda White

FIRST PLACE:
Female (\$3,000)

Hometown:
Sacramento, Calif.

School: C.K. McLaughlin Senior High School

Educational/career goals: Aeronautical engineering, astronaut

Colleges/universities applied: Utah State University, Embry-Middle Aeronautical University, Cal-Poly San Luis Obispo, University of Missouri

Activities: Camp Fire, Boys and Girls, Church of Jesus Christ of the Latter-Day Saints, Air Force Junior ROTC, German Club

Achievements: Awarded Award for Camp Fire spirit, Distinguished Cadet Award, Daedalian Junior ROTC Award, American Legion Scholarship Award, working on Woffels Medallion

Parent: Danny L. White



Matt L. Sutton

FIRST PLACE:
Male (\$3,000)

Hometown:
Marysville, Calif.

School: Marysville High School

Educational/career goals: Broadcast journalism

Colleges/universities applied: UC Berkeley, UCLA, UC Santa Barbara, Yuba College

Activities: Senior class treasurer, varsity debate, Calif. Scholastic Federation, yearbook staff, community volunteer

Achievements: Winner of Marysville Masonic Lodge Essay Contest, numerous varsity debate awards, Honor student 7 semesters, Who's Who Among American High School Students, Bank of America Certificate Award for Social Science

Parent: Kenneth R. Sutton



Tyson T. Taniguchi

SECOND PLACE:
Male (\$2,000)

Hometown:
Bountiful, Utah

School: Jiggs Memorial Catholic High School

Educational/career goals: Forest Management, Environmental Science

Colleges/universities applied: Oregon State Univ., Willamette University (Salem), Oregon Northern Idaho College

Activities: Lettered in football, St. Blaise Youth Group, Environmental Club, dance concert, Boy Scouts

Achievements: Honor roll, including 2 semesters on National Honor Roll, all A's for total quarter of senior year

Parent: Richard Taniguchi



Nicole Suzanne Miller

SECOND PLACE:
Female (\$2,000)

Hometown:
Tiburon, Calif.

School: San Francisco University High School

Educational/career goals: psychology major, career in law

Colleges/universities applied: UC Berkeley, UC San Diego, UC Davis, UC Santa Barbara, UC Santa Cruz, Univ. of Denver, UMass Amherst, American University, Univ. of Oregon, Univ. of Arizona

Activities: Peer counseling, homelessness awareness and education, student affairs committee, rock climbing, snow skiing, volunteer internship at Marin Mental Health Services, peer counselor at Center for Affirmative Housing, teacher's assistant

Achievements: 4.0 University High School, no policy of not giving honors or awards, received Recognition of Scholarships Award from Marin County, 7 scholarships

Parent: Lynn Miller