

OPERATING ENGINEERS LOCAL UNION NO. 3

ENGINEERS

NEWS

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OPERATING ENGINEERS LOCAL 3

Building Bridges to Our Future



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TREASURER

SEMI-ANNUAL MEETING • SUNDAY, MARCH 21, 2010

9 a.m. Registration • 1 p.m. Meeting

Solano County Fairgrounds, Vallejo, California



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For The Good & Welfare

By Russ Burns, business manager

Our hard work is paying off

Every day, I receive your calls and talk to you at meetings about the same major concerns: Jobs; extended unemployment benefits; the hope of a better year (It can only get better, right?). While I can't wave a magic wand and grant all of your wishes, I can tell you that some of them are starting to come true.

In December, San Francisco Mayor Gavin Newsom and U.S. Secretary of Navy Ray Mabus announced an agreement to transfer Treasure Island, a former Naval Station, from the military to the city's Treasure Island Development Authority. While the specifics of the deal are still being worked out, it's expected to generate thousands of construction jobs every year for 10 to 20 years as the city redevelops the site into what's been called one of the most environmentally sustainable development plans in U.S. history. An additional 3,000 permanent jobs will be created as a result.

Newsom's office credits the Building Trades, including Local 3, in helping secure this transfer. With the support of the International Union of Operating Engineers (IUOE), we have been urging our representatives to support legislation like this that will create jobs, put you to work and stop the economy's downward spiral. I'll say it again, that while politics is not my favorite subject, it is unavoidable in this industry. The politicians we elect directly impact funding for jobs. It's that simple. Stay tuned in the *Engineers News* for upcoming endorsements, and please vote for those individuals we suggest. Labor-friendly politicians equal work.

Also regarding work, on Dec. 16, the House passed the Jobs for Main Street Act to create or save jobs here at home with targeted investments of \$75 billion for highways and transit, school renovation and affordable housing. Other benefits of this bill include the stabilization of public service jobs and emergency funding for families hurt by the economy. I can't include them all here, so for more information on this bill, visit www.oe3.org, and click on Jobs for Main Street Act.

I also want to share the good news about the Consolidated Omnibus Budget Reconciliation Act (COBRA) Premium Subsidy, which was part of the American Recovery and Reinvestment Act (ARRA). Unemployment benefits were extended on Dec. 19 to include involuntary terminations through Feb. 28, 2010. Benefits have been extended from nine to 15 months, which means more aid for a longer period of time.

In January, the U.S. Congress was expected to pass a further extension of the eligibility period to include involuntary terminations through June 30, 2010. I'll keep you updated on any further extension benefits as information becomes available. This comes at no better time, as every

industry, not just construction, is feeling the heavy burden of this recession.

The unemployment rate is not improving as economists predicted. You know this better than they do, and we are all feeling the effects. The Trustees of the Operating Engineers Health and Welfare Trust Fund had to make some changes to insure our plan's long-term stability. The Fund currently has about \$70 million in reserves with about \$90 million in hour-bank liability, but it's losing \$3.5 million per month, or about \$42 million per year. We've received fewer contributions because of fewer hours and more participants out of work using the benefits. The changes the Board implemented were effective Jan. 1, 2010 (you should have received information on these changes in the mail) and will save the Fund an estimated \$23 million per year. I want you to know, these were not last minute decisions; we were at a crossroads where we either made these plan changes or it became insolvent. When the work picture improves, we are committed to restoring the plan to its prior terms of coverage. If you have questions about these changes, call the Fringe Benefits Service Center at (800) 532-2105.

Even with these changes, our benefits are still some of the best around and are often referred to as "Cadillac plans." Many of you have approached me with concerns about the Senate version of health-care reform, and I want to let you know we are addressing these concerns along with other unions angry over the inclusion of a tax on middle-class health-care benefits. We lobbied the House this summer when versions of the health-care-reform bill were first written, and we lobbied the Senate this fall. IUOE General President Vincent Giblin and I wrote personal letters to members of Congress in both parties and visited their offices. Unions across the country are following suit, meeting with President Obama about the disastrous effects of attacks on good benefits we've worked hard to negotiate for. We've also asked you to contact your elected representatives; tell them you elected them to protect the middle class, which means protecting your benefits. If they can't do that, we do not support them. If you have questions about health-care reform or want more information on how you can get involved, please contact Political Director Mark Kyle at (510) 748-7446, or visit Local 3's Web site mentioned above.

If you have questions about anything else, I encourage you to come to the Semi-Annual Meeting on Sunday, March 21 at the Solano County Fairgrounds in Vallejo, Calif. We officers will address the audience with the state of the union at 1 p.m., right after lunch. For more information and directions to this event, please see page 15.

Big quake rattles District 40; world's tallest building opens in Dubai

A 6.5 magnitude earthquake shook District 40 last month and stopped presses everywhere as newspapers and TV stations covered the event worldwide.

According to Eureka District Rep. Richard Marshall, area damage wasn't too bad, but Operating Engineers have been called to help with a few things, like the Old Town Bar and Grill building on Second Street in Eureka. The three-story, brick building will be demolished after the Jan. 9 quake separated the front façade from the building's roofline, caved in the roof and collapsed part of the east wall. The job is a sensitive one, as the structure dates back to 1908, housing everything from a dime-a-dance hall to the *Times-Standard's* printing press – the local newspaper that covered the quake and its effects in depth. Crews are looking at saving as much of the structure as possible.

The building is located just blocks away from the Eureka Hall on Fifth Street, where, luckily, no damage was done.

Members were also affected at the PG&E Power Plant, as work was stopped for a day so the plant could be inspected for damage.

As of press time, the quake totaled about \$17.9 million in damages. Details continue to “shake” in.

“Nothing major fell down all the way,” said Marshall, “but it was a good scare for the area. ... It hit pretty hard.”

Just think if it had hit Dubai. That's where the world's tallest building/tallest manmade structure officially opened on Jan. 4.

Called the Burj Khalifa, media outlets clogged headlines describing the massive, 160-story building, which stands 2,720 feet tall (to the top of its spire). That's almost twice the size of the Empire State Building in New York (the world's tallest building from 1931-1973) at 1,250 feet to the roof and about a third taller than the Willis Tower in Chicago, the United States' tallest building at 1,450 feet to the roof.

The Burj Khalifa's concrete and steel foundation alone required more than 58,900 cubic yards of concrete, weighing more than 110,000 tons, and 192 piles 4.9 feet in diameter by 141 feet long, which were buried more than 164 feet deep. A total of 431,600 cubic yards of concrete and 55,000 tons of steel rebar were used in its entirety.

The project also earned the record for the world's highest elevator installation and the highest vertical concrete pumping for a building at 1,988 feet.

The giant building was designed to be the centerpiece of a large-scale, mixed-use development.



The Old Town Bar and Grill building on Second Street in Eureka will be demolished because of damage caused by a 6.5 magnitude earthquake.

Talking Points

By Fred Herschbach, president



Get ready to drill

I'd like to begin this month by thanking Morgan Hill District Rep. Steve Harris for his efforts in getting a landmark court decision passed regarding specialty drilling licenses. Harris serves as vice president of the Construction Industry Force Account Council (CIFAC), a non-profit coalition of construction industry associations, contractors and labor unions that work to ensure state and local governments comply with the Public Contract Code (PCC). Maggiora Bros. Drilling noticed that Semi-Tropic Water Storage District, a public agency, was hiring contractors to drill water wells without certain licenses that the California State License Board requires Local 3 signatories to have, and brought it to Harris' attention. Harris acted on this claim with CIFAC – public agencies should abide by licensing laws too. The Fifth Appellate Court supported his position. What does this mean for our industry? According to Harris, C-57 licensed signatory contractors will now have a chance to bid on millions of dollars worth of work. Semi-Tropic Water Storage District plans to drill about 65 wells soon.

Speaking of decisions made, as of this writing, it looks like Congress put a health-care reform bill together. Only time will tell how this will affect America. Our position on this reform is simple: We want to give our Health and Welfare Trust Funds relief, so we can put more money in our back pockets. By the time this is published, California members will have received notification of the necessary changes to the active members' Health and Welfare Plan. These changes were necessary because of low work hours. We have to stop the bleeding. We put together a subcommittee to monitor the monthly hours and will keep you informed of the details.

I previously discussed wellness programs in an earlier column. These programs target people who have conditions that are preventable, such as obesity, and illnesses that must be maintained, such as diabetes. I currently take two blood-pressure medicines and one for lowering my cholesterol. My doctor told me that if I lose 15 to 20 pounds, I might be able to stop taking some of these medications. So I'm going to try to do just that. I certainly don't want to have to take so many medications for the rest of my life. This experience got me thinking about the habits of this union. We need to put some kind of wellness program in place, because in the long run, it will pay off. However, our work force isn't stationary, which presents some problems. It's hard to track and implement a health and wellness program if the participants move around all the time. We are going to come up with something, and we will keep you informed of our progress. Why is this so important? Every time you visit the doctor or refill a prescription, your union Trust Fund is charged some of the bill. If every Local 3 member worked at getting healthier, just like I have to, we could save the plan millions. I'll let you know how the weight-loss goes. I see it as having two benefits: I am improving my health and saving the union money.

As for politics (I know I sound like a broken record), this is a very busy year with several of our jurisdictions holding elections for governor and several big-dollar bills on the ballot. Please call your district office to lend a hand, and if you use e-mail, please get us your address at www.oe3.org, so we can communicate in real time about these important issues.

MEMBER SPOTLIGHT

An 'inside' look at mines

Who: Bob Wamsley
Initiated into Local 3: 1969
District: Nevada (Elko)
Craft: Mine mechanic/welder for N.A. Degerstrom, Inc.

Why did you join Local 3?

“Working underground, we had no safety protection,” he said about his days working non-union. “They [non-union bosses] told you, ‘You can go in there, or you can go home.’ When Local 3 came, they couldn’t tell us that. If it wasn’t safe, we’d make it safe before we went to work there. Consequently, I’ve been a union man since.”

What do you tell others about joining the union?

“I’d recommend the union to anybody, I don’t care, because there is no way you can go to these big companies and negotiate by yourself. If you go with the union, you’re not alone.

“It’s like walking up against an elephant, you know? That elephant kind of has the say so. But if 10 of us walk up there – that’s what the union is about, in my opinion.”

How do even non-union workers benefit from the union?

“They [non-union workers] should be very happy that at least one of these mines is union. That’s where we get our safety representation in the first place.”

How has being union affected you?

“I’ve enjoyed a very good life with the union. ... It’s really been a rewarding time for me.”

Any family members in the industry?

“My dad was a miner, but not union,” he said, explaining that there was no union representation in Nevada at the time. “The way they treated people, it was pathetic. They worked him like a dog. I told my dad once, ‘We have to do something for ourselves.’

“I have a grandson in the apprenticeship program. He wants to be a mechanic.”

Any advice for your fellow operators?

“We are in a brotherhood ... and we need to stick together.”

Bob Wamsley is one of many Local 3 members who work in the mining industry, an interesting source of employment for members in Nevada and Utah.



Rec. Corres. Secretary Jim Sullivan, left, congratulates Elko member Bob Wamsley for receiving his 25-, 30-, 35- and 40-year pins.



At the intersection of Divisadero and Page streets, Harry Pali moves in and out of live traffic.

Busy work

Operators work on one of San Francisco’s busiest thoroughfares

Think the work on Divisadero Street is just another construction project? Take another look.

Crews with Synergy Project Management Inc. and ABSL Construction are working on one of the busiest thoroughfares in downtown San Francisco. As operators repave a 10-block section of the street, work on curbs, gutters, medians and landscaping and tear out and lay new underground pipe, they must be cautious of the overhead wires and the busses that use them. Busses continue to run their regular routes during construction. There is also a lot of pedestrian traffic, since stores and residences line the city street.

“It’s very busy,” said District 01 Business Rep. Chris Snyder. “They [operators] have to be very, very careful.”

Another noteworthy aspect to the job is the price tag. At about \$6 million, the project is partially funded by the American Recovery and Reinvestment Act (ARRA). The Divisadero job is one of six projects in the city that received Stimulus Funds and broke ground in the fall.

For more on the ARRA and to see exactly where Stimulus Funds are being spent, visit www.recovery.gov, and keep reading your *Engineers News*, as we routinely feature stimulus-funded projects here. Information is also available on our Web site: www.oe3.org.



Members working for ABSL Construction grind out sections of Divisadero Street.

FIELD PERSPECTIVE: What the members are saying

Why do you attend the Semi-Annual?



“To get information – what’s new; what’s going on in the union?”
– Lino Salinas, apprentice



“To keep abreast on what’s going on.”
– Jim Wilbanks, 48-year member

Nevada JAC earns top federal award



From left: BLM Director Bob Abbey, International Union of Operating Engineers (IUOE) Training Director Jim Vincent, JAC Administrator Greg Smith and National Mining Association President Hal Quinn.

The Bureau of Land Management (BLM) oversees 256 million acres of land (more than any other federal agency), with a mission to sustain the health and productivity of public lands for the use and enjoyment of present and future generations.

The Northern Nevada Joint Apprenticeship Committee (JAC) was discovered by the BLM, while the BLM was performing mine-shaft inventory in the Painted Rock area and asked for their help. There are thousands of open mine shafts in Nevada that are in need of closure.

The Nevada JAC is always looking for community projects nearby, and this was within roading (equipment driving) distance of the training center. The timing was right, as the training center had unemployed apprentices willing to train above and beyond their requirements, even in steep terrain.

One of the apprentices on the job was 2009 Nevada Apprentice of the Year Dan Cozad.

This training provided apprentices with firsthand knowledge of what a governmental agency expects of a finished product, as they worked in restricted confines on the environmentally sensitive jobsite.

The apprentices learned an important lesson in recognizing when a job exceeds their abilities and had the instructor complete the task as they observed.

The BLM claimed it was “impressed by the union’s focus on safety, the patience of the trainers, the pace at which the apprentices learned to operate the machinery and their positive spirit – which came despite operating on difficult terrain during extreme weather conditions. The union’s unconditional donation of equipment, fuel and operators allowed the BLM to eliminate the hazards at no expense to the taxpayer and with none of the contracting paperwork, cost and delays that often attend government procurement. In total, the union’s efforts saved the government more than \$6,000.”

The BLM was so impressed, that the Nevada JAC was awarded the BLM “Fix A Shaft Today!” (FAST!) Award during the 2009 BLM Reclamation and Sustainable Mineral Development Awards ceremony. This award recognizes active participation in the FAST! campaign, which is aimed at eradicating unsafe and abandoned mine land features, especially open mine shafts.

These apprentices’ participation and positive attitude contributed to the JAC’s success in receiving this prestigious award. We thank them and the BLM for recognizing their achievements.



Apprentice of the Year Dan Cozad helps the BLM fill abandoned mines in the Painted Rock area, thus earning the Nevada JAC the BLM FAST! Award.



News & Notes
By Dan Reding, financial secretary

NCS-JAC has a lot to offer

There are many ways to “take aim” against this economy and fight back. Continuing education comes to mind as an essential tool for hands-on development and skill improvement.

As the officer in charge of the Surveyors Apprenticeship and a trustee for the committee’s program, I have experienced firsthand the commitment made by the Joint Apprenticeship Committee (JAC) to keep classes on the calendar this year and offer new training.

The Northern California Surveyors (NCS) JAC functions much like a public university with one exception – the education is provided by contributions paid on behalf of the student, which means no out-of-pocket expense for our members. That “exception” will get you a four-year education, qualifying you as a highly skilled, trained and paid journey-level union member, basically for free.

Ongoing weekly classes are provided in a classroom setting under the direction of a skilled field member who is also a California credentialed instructor. Classrooms are located throughout the greater Northern California area, and we offer four correspondence classes for students who require distance learning; this is not a computer course but a full correspondence lesson plan. To add to this, some of the finest curriculum topics will enhance basic-skills knowledge and provide upgrading for jobsite needs. Standard texts include college curriculum for *Surveying with Construction Applications*, *Surveyor Reference Manual*, *Evidence and Procedures for Boundary Locations* and our own in-house course designed to cover the skills needed to become a competent rodman/chainman, party chief, etc.

This year, as many upgraded or “new” types of work hit the field, like tunnel surveying, GPS, plan reading and safety training, our program will offer Saturday classes to address these topics with an invitation to all journey-level and apprentice survey members.

A computerized calendar of events is provided on the NCS-JAC Web site: www.ncsjac.org. A hardcopy calendar can be requested at the NCS-JAC Administrative Office by calling (510) 748-7413. Information about the Apprenticeship Program, the Journey Upgrade Program and Saturday Skills Program can be obtained by computer or phone call. With some minor paperwork, you can be on your way to a new, updated education that will open new doors for you. Classes are ongoing, and you can be “plugged in” at any time.

The NCS-JAC Administrative Office is located at Operating Engineers Local 3’s Headquarters – 1620 South Loop Road, Alameda, CA 94502. Administrator Joanie Thornton, or any of the staff, will be pleased to speak to you about the many opportunities available to you as a Local 3 member.

Thornton and her staff do a great job, not only with apprentices, but also with journey-level upgrades. The importance of being the best – highly skilled and better trained – cannot be stressed enough in these difficult economic times.

Retiree Post

What has changed in the industry the most since you retired?



"The falling economy."

– Retiree Jack Whitcomb



"The good equipment. I would never have retired if I'd known the equipment was going to be so good."

– Retiree John Tiner



"The cost of health insurance."

– Retiree Ottie B. Harris



"The equipment. Now there's A/C!"

– Retiree Bob Farner

Do you have an event coming up, recipes you'd like to share or good news worth repeating? Contact *Engineers News* at (916) 993-2047, ext. 2505, mail us your suggestions with your photo at 3920 Lennane Drive, Sacramento, CA 95834 or e-mail us at mjessup@oe3.org.



Fringe Benefits
By Charlie Warren, director

We're here to help

Fringe Benefits Service Center: (800) 532-2105
Trust Fund Office: (800) 251-5014

Contract Providers VS. Non-Contract Providers

Your medical benefits are structured to provide financial incentives when you use the Plan's network of contract health-care providers – physicians, hospitals or other health-care professionals or facilities that contracted with the Plan's Preferred Provider (PPO) organization (Anthem Blue Cross Prudent Buyer) to provide services at negotiated rates.

If you use a contract provider, you pay only your percentage of the negotiated fee. The provider cannot charge more than this negotiated rate.

If you use a non-contract provider, covered charges are limited to the amounts in the Plan's schedule of allowances or the usual, customary and reasonable charges, depending on the situation. In most cases, these will be less than the billed fee.

For some services and supplies, the Fund pays a lower percentage of covered expenses when you use a non-contract provider.

Non-contract providers are under no obligation to limit their charges to the amounts considered covered expenses by the Plan.

PLEASE NOTE: Lodi Memorial Hospital is no longer a contract hospital. Using Lodi Memorial Hospital as well as other non-contracting hospitals may result in higher out-of-pocket costs.

If you go to a contract hospital, you should not assume that all providers in the hospital are also contract providers. To receive the maximum possible benefits, you should request that all your provider services (such as services by an anesthesiologist) be performed by contract providers. *However, not all services you receive from that provider will be covered benefits under the Plan.*

Out-of-area residents

For some services and supplies, the benefit paid by the Fund when you use a non-contract provider will depend on whether you live within the contract provider service area.

The contract provider service area is defined as the geographic area within 30 miles of a contract provider. If you are unsure whether your residence is inside or outside of the contract provider service area, contact the Fringe Benefits Service Center at (800) 532-2105.

Visit www.anthem.com/ca to find a provider in your area. For providers outside of California, contact Blue Card at (800) 810-2583 or visit www.bluecares.com.

Emanuel Medical Center is a provider again

Please note: Emanuel Medical Center in Turlock, Calif. is a participating hospital again.

Other Anthem Blue Cross contract hospitals in the area are:

- Stanislaus Surgery Center
- Doctors Medical Center of Modesto, Inc.
- Memorial Hospital Medical Center – Modesto



If you have any questions, please call the Trust Fund Office at (800) 251-5014 or the Fringe Benefits Service Center at (800) 532-2105.

Your dental plan

The benefits described below are available whether you are enrolled in the Operating Engineers Health and Welfare comprehensive, Kaiser or Health Net plans. Retirees who participate in one of the retiree dental plans and participants covered in Operating Engineers Health and Welfare Utah, Hawaii and Nevada Trust Funds have different dental rules. Please refer to your *Summary Plan Description* for details about your plan.

Dental benefits provide coverage for services ranging from checkups and cleanings to dentures. The following chart is intended to provide a convenient quick-reference guide to your benefits.

Recommended pre-determinations

Before treatment is received for the following dental services, it is recommended that the proposed treatment plan be submitted to Delta Dental for review and an estimate of the benefits that will be payable.

- Treatment involving any type of prosthetic device, including dentures, implants, bridges, crowns, jackets and inlays
 - Any procedure that might be considered cosmetic
 - Any periodontal treatment estimated to cost more than \$500
- Obtaining a pre-determination allows Delta Dental to advise you and your dentist ahead of time whether a procedure will be covered and, if so, the amount payable. This will also advise you of the amount that will be your obligation. Pre-determination need not be limited to those services described above. You may obtain a pre-determination on any proposed dental treatment plan.

For information about your dental plan, contact the Trust Fund Office at (800) 251-5014, the Fringe Benefits Service Center at (800) 532-2105 or Delta Dental at (800) 765-6003.

General Plan features	
Maximum benefit	\$2,500* per calendar year, per individual Orthodontia (available only to dependent children through age 18) has a separate maximum of \$2,500 per lifetime
*Diagnostic and preventative services, such as periodic exams, cleanings and X-rays, do not count toward the annual maximum	
Calendar-year deductible	None
Benefits for covered services and charges	
Diagnostic and preventative services	
Diagnostic services: <ul style="list-style-type: none">- Oral examination (once in any six-month period)- Bite-wing X-rays (once every six months)- Emergency palliative treatment- Specialist consultation	Fund pays 100 percent of usual, customary and reasonable charges
Preventive care: <ul style="list-style-type: none">- Prophylaxis (cleaning) (first two treatments in any calendar year)- Fluoride treatment (first two treatments in any calendar year)- Oral examinations, specialist consultation- Sealants (for children under age 14 only)	Fund pays 100 percent of usual, customary and reasonable charges
Basic services	
<ul style="list-style-type: none">- Full mouth X-rays (once every three years)- Other X-rays (other than bite-wing X-rays)- Study models, space maintainers- Oral surgery- Fillings- Endodontics – treatment of the tooth pulp- Periodontics – treatment of gums and bones supporting teeth- Night guards (when prescribed for bruxism)	Fund pays 85 percent of usual, customary and reasonable charges
Crowns and cast restorations	
<ul style="list-style-type: none">- Crown, jackets and restorations (if teeth cannot be restored with fillings)	Fund pays 85 percent of usual, customary and reasonable charges
Prosthetics	
<ul style="list-style-type: none">- Construction or repair of fixed bridges or partial or complete dentures	Fund pays 60 percent of usual, customary and reasonable charges
Orthodontia (for dependent children through age 18 only)	
<ul style="list-style-type: none">- Corrective, interceptive and preventive orthodontic treatment to realign natural teeth, correct malocclusion, provide pre-orthodontic development evaluation	Fund pays 80 percent of usual, customary and reasonable charges for an eligible dependent child, up to the lifetime maximum of \$2,500



Pre-Retirement Meetings

The Pre-Retirement Meetings begin this month. Participants 50 years of age and over will receive a postcard reminder of the meeting in their area, though participants of any age are welcome to attend. If you do not receive a postcard, please check the schedule below to find the meeting in your area. We encourage you and your spouse to attend to familiarize yourselves with all aspects of your retirement benefits, which have a direct bearing on your financial security. All meetings convene at 7 p.m.

SAN FRANCISCO-SAN MATEO

Tuesday, Feb. 2
Crowne Plaza
1177 Airport Blvd.
Burlingame, CA

SALT LAKE CITY

Wednesday, Feb. 3
IBEW Local 354
3400 W. 2100 S.

RENO

Thursday, Feb. 4
Operating Engineers' Building
1290 Corporate Blvd.

NOVATO

Tuesday, Feb. 23
Best Western Novato Oaks Inn
215 Alameda Del Prado

ROHNERT PARK

Wednesday, Feb. 24
Operating Engineers' Building
6225 State Farm Drive

EUREKA

Thursday, Feb. 25
Best Western Bayshore Inn
3500 Broadway



Public Employee News

By Don Dietrich, director

You, too can be an active retiree

Operating Engineers Local 3 has a long history of embracing our retirees. Many construction retirees are very active within the local, participating in political action, attending meetings and volunteering at events. We even have a huge barbeque every year, the Retiree Picnic, at the Rancho Murieta Training Center (RMTTC) to honor our retirees.

What we don't have is participation from our public-sector retirees. I don't think most of our public-sector members even know they can pay retiree dues and stay active in the local, so I am inviting all of them to stay on as union members when they retire. Most of our political action is around local government, which should be of interest to those of you who are drawing a Public Employment

Retirement System's (PERS') retirement and/or health-care benefit. Government entities are on a rampage to take away these benefits, so it is in your best interest to stay involved and informed.

The retiree dues are cheap. Right now, \$12 a month will maintain your membership and your \$2,500 death benefit if you are not receiving a Local 3 Pension. It also entitles you to the *Engineers News* and the ability to come to the Retiree Meetings and all other union functions.

Sometimes it gets a little lonely when you retire, and this will help you stay connected and hang out with other retirees. They have great stories (most of them true) and great camaraderie, and they will keep you in stitches laughing

(every retiree I've met in this organization has a great sense of humor). All of this is just 12 bucks a month. That's cheaper than hanging out at Starbucks for sure.



Retirees enjoy their picnic every year.

How do counties measure up?

By Dave Gossman, business representative

It is a difficult time for hard-working union members and their families throughout Northern California due to the financial budget crisis and the economy. In Santa Rosa, 25 members of the Parks and Recreation Department lost their jobs to an outside landscape contractor hired by the City Council. The union was able to negotiate with the city in transferring employees to Public Utilities and Public Works. The city and Local 3 have been in contract negotiations for almost 20 months with Unit 3 and Unit 16, as the city has been offering zero-pay wages. The city wants a two-tier retirement system for new employees. The union pointed out that there will be no financial savings to the city. Current employees have already paid for the current retirement in cost contributions and wage reductions in past contracts. The two-tier retirement system is a political issue and a smoke screen by Santa Rosa City Council and management to hide the city's lack of past leadership and good management skills. The city's report card on management, leadership and effectiveness: C.

In Alameda County, the Union Business and Construction Trades Operators, Alameda Welfare Fraud Investigators and Alameda County Management have been working together to solve the financial budget crisis. The union has lost no members to layoffs. Alameda management and the union joined together to save the state's gas-tax funds from being taken away from the county, which would result in a 75 percent loss of union jobs. A special thanks goes to the Alameda stewards who spearheaded telephone banking and wrote e-mails and letters to our representatives in the state Capitol to save this funding. A job well done! Alameda County's report card on management, leadership and effectiveness: B.

In San Francisco, union operators from the Public Works Unit, Parks and Recreation Unit, San Francisco Water Unit, San Francisco Port Unit and the San Francisco Probation Supervisors' Unit did not lose one member to layoffs. Members' contracts were extended one year with no pay raises and minor concessions. San Francisco's city management, leadership and effectiveness: B.

For the rest of 2010, the state, counties and cities will continue to face difficult budget decisions. The union will continue to fight to save jobs and prevent losses in wages, medical benefits and retirement compensation. There is a greater need this year for all union members to join together and fight to save wages and benefits. Let your voice be loud and clear. Participate in union political action.



Alameda County stewards include, from left: Vince Sinesio, Mark Campbell, Fred Real, Business Rep. Dave Gossman and Randy Porter.

Signs of the times

By Rick Davis, business representative

By now, the euphoria of the holidays is over, and hopefully we have a better idea of the way things will go this year.

I will be opening negotiations in El Dorado, Sierra, Alpine and Plumas counties, which all have issues. These units have not seen any salary increases for the last couple of years, benefits have been cut and certain working conditions could be improved.

Plumas County has a new negotiator, County Counsel James Reichle, which means the county will not be throwing away money to a law firm out of San Francisco anymore. Reichle seems to want to do the right thing, so we will see. Hopefully Alpine County will want to try and get a contract that will be longer than six months. That has been the way for the last four years, and the members deserve better.

Sierra County has had some issues with furloughs, and I know we will spend some significant time on this matter. In the past year, I approached the County Board of Supervisors on two occasions over the furlough issue, to no avail. The county auditor has always taken the position that furloughs are needed, but I do not believe he is working in the best interests of the employees who operate and serve the county residents.

El Dorado County is another entity that has negotiations with three different units. I believe this county is the most abusive and negligent in the way the Board of Supervisors treats the employees who serve the county. There is no leadership in El Dorado County. It is the Board of Supervisors' policy to punish *all* the employees, because there is a particular unit that commits most of the abuses pertaining to overtime, take-home vehicles and automatic salary adjustments. The auditor in El Dorado County creates a huge problem when it comes to benefits and pay for employees – worse than Sierra County. Unfortunately, I cannot negotiate leadership qualities and ethical behavior, so dealing with the El Dorado County Board of Supervisors and other elected officials will be as difficult and frustrating as it has been in the past. We will be taking on the county's position on the definition of hours worked, take-home vehicles and stand-by pay, among many other things.

Let us do the best we can, change what we can change and make our working environment better than how it ended in 2009.

What are you up to?

By Fred Klingel, business representative

Scott Adams (Dilbert) once said: “Remind people that profit is the difference between revenue and expense. This makes you look smart.” In public employment, I would change “profit” to “your paycheck,” or so we have been told since the economy went south about two years ago. *We have this much revenue and that much expense, and what is left over are the concessions we want from you.* This has been drilled into people's heads, and they believe it is the truth. Most of us have been working on one-year contracts or extensions of existing contracts, and now that 2010 is here, we are back to the drawing board.

Public employers will be looking at their budgets and crunching the numbers of revenues reduced by the priorities of the governing body. So you might say, “They don't have our *well-being* as one of their priorities.” You are absolutely wrong. Your paycheck and benefits will be their highest priority. The priority is to reduce yours, so they can keep increasing theirs.

The last few months have produced lots of news articles about budget shortfalls: Increases in medical and pension costs, unfunded liabilities and people unhappy over public employee benefits and pensions. I guarantee you that as soon as we start negotiations for new agreements, you will be the target for concessions on your Public Employees' Retirement System (PERS) contributions and your medical contributions. If your employer still pays for your retirement contributions and some or all of your medical, you'll be asked to pay your share if you want it. For those who already pay or contribute, you will be told that you need to contribute more, so the employer can pay less, thereby saving funds for their priority programs.

So, let's get prepared for negotiations. Let's look at our Memorandum of Understanding (MOU) and change some of the clauses that give us gray hairs and deal with some of the non-monetary items first. After that, we can work on items that have a cost. The jury is still out on whether there is a real shortage of revenue or if it is the perception advertised and marketed by the employers to get you to fall in line with everyone making concessions. What we do know is that there are a lot of people out of work, more than 10 percent nationally. Many are hungry to work, and they will take your job if you don't want it. Most of us say we will take cuts – we don't like it, but we would rather do that than be out of work. Yet, there are a few who are tired of being taken advantage of and are asking: “What do I have to do now – choose between paying my mortgage or having medical for my family?” It is a choice no one wants to make, but as long as you have a job, you have a choice. If you don't, you have neither.

No one likes this stark reality, but never, ever give up, because if you do, you have lost control of your free will. For those whose contracts are up for renewal, let your reps know early what your unit or association is seeking this year, so everyone is prepared. Then smile, because they'll wonder what you're up to.

Jailhouse Rock

Members keep El Dorado County Jail safe



Jason Ford performs a cell inspection.



Don Moseley works in the control room at the El Dorado County Jail in Placerville.



Gary Mitchell and Robin Prentice conduct inmate intakes at the El Dorado County Jail.



Credit Union

By Jim Sullivan,
Credit Union secretary/financial officer
& recording - corresponding secretary

Achieve financial ‘Balance’

A few years ago, Operating Engineers Federal Credit Union (OEFCU) partnered with a company called Balance, a financial fitness program offering a variety of services to assist members who are experiencing financial difficulties. Since then, with the help of Balance, we have been able to support our members in achieving their goals, such as consolidating or reducing debt, avoiding foreclosure or bankruptcy, improving their credit report or purchasing or refinancing a home. In doing so, this has restored a sense of hope and confidence to many of our members in need. We encourage members to seek help during these challenging times and use the services Balance has to offer, such as:

- Direct Financial Counseling
- Debt Management Assistance
- Bankruptcy Prevention
- Credit-Report Review and Analysis
- Housing Education

Members who need assistance, may contact Balance at (888) 456-2227. The call is completely confidential and free.

We realize how difficult these times may be, and we are confident this service can and will lend the assistance you need to avoid or overcome financial crisis. We will continue to provide you with the products and services that best suit your needs. Rest assured that your money is safe at OEFCU. For additional information, contact us at (800) 877-4444 or visit us online at www.oefcu.org.

On the lighter side ...

CALIFORNIA LEADS THE NATION'S UNION MEMBERSHIP

Around the world, California is known for its sandy beaches, its regularly warm weather and, as recently reported by the U.S. Bureau of Labor Statistics, its union members.

According to the bureau's 2008 statistics, California is home to 2.74 million union members – that's more than any other state. The bureau also found that government workers are nearly five times more likely to belong to a union than private-sector employees at 36.8 percent versus 7.6 percent. Union membership is also popular among workers 55 to 64 years old, as 16.6 percent polled belong to a union as opposed to 5 percent of those 16 to 24 years old.

This month's joke might explain why:

JOKE OF THE MONTH

A non-union operator was given the job of painting the white lines down the middle of a highway. On his first day, he painted six miles; the next day – three miles; the following day – less than a mile. When the foreman asked the operator why he kept painting less each day, he replied, "I just can't do any better. Each day, I keep getting farther away from the paint can."

It's no wonder union companies are winning more bids lately – a Local 3 operator knows better than that!

Give the perfect gift every time!



Get Your OEFCU Gift Cards Today!

Visit your local branch or call us at (800) 877-4444 • www.oefcu.org

**Operating Engineers #3
Federal Credit Union**

Union STRENGTH • Union PURPOSE • Union PRIDE



Political Perspective

By Mark Kyle, director of government affairs and public relations

Hard work in politics produces jobs

Local 3 works hard to elect people who will support us once they're in office by sponsoring legislation that will improve the lives of Local 3 members. Right now, that means jobs – as many as can be produced.

Federal monies for infrastructure work

At the national level, we are working with the International Union of Operating Engineers (IUOE) on several major pieces of legislation that will benefit members. Our approach is two-fold: First, work to move funds already allocated so jobs can start; second, work to pass new legislation that will produce jobs. A good example of the first approach is the American Recovery and Reinvestment Act (ARRA), which provides more than \$64 billion of federal investment in transportation and infrastructure work for highways, bridges, rail, environmental remediation, shipyards and buildings, to name a few. With the IUOE, we are lobbying to move those funds more quickly to the states where projects can get started and our members can get back to work.

Surface Transportation Re-Authorization means jobs

Working to get good legislation written and passed is the second approach of our political and legislative work. This spring, Congress will debate and vote on a number of significant pieces of legislation, which, if they pass, will produce thousands of jobs for Operating Engineers. Some of these bills include the Surface Transportation Re-Authorization Act, the proposed climate bill and the Water Quality Investment Act. Some bills are multi-year legislation, meaning they will produce jobs for years to come. That's why working with pro-labor legislators like U.S. senators Harry Reid from Nevada and Barbara Boxer from California will help us pass these bills and get our members to work.

Volunteer and vote

Every day, Business Manager Russ Burns and the other officers work hard on politics and legislation. They are supported in their efforts by the union's staff, whether working in the state and nation's capitols or in the field. But in politics, like in everything else in life, there is power in numbers. That's why you need to participate. The more Local 3 members weigh-in on politics, the more power we can exert at the ballot box and in the halls of the legislature.

What can you do?

Get educated. To learn more about the issues and legislation discussed in this article, go to our Web site at www.oe3.org and sign in to the Members Only page.

Make sure you're registered to vote. If you or your family members aren't registered to vote, then go to the Web site mentioned above and follow the links to learn how to get registered, vote by mail or become a Permanent Absentee Voter (PAV).

Become a VOTE volunteer. As we get closer to the primary elections in June and September, our district offices will start doing member-to-member, grassroots outreach about voter registration and upcoming issues through our Voice of the Engineer (VOTE) program. Knowledge is power, and we want to make sure all of Local 3 is well informed going into the elections.

Stay tuned to find out other ways you can get involved. Together we can make a difference.



Looking at Labor

By William Kalani Mahoe, treasurer

Mayor thanks Local 3 for work on rail PLA

Aloha, brothers and sisters of Local 3.

As you know, we've worked hard to get a Project Labor Agreement (PLA) for the \$5.4 billion Honolulu Rail Transit project, and I'm pleased to tell you that our efforts paid off.

In November, Honolulu Mayor Mufi Hannemann signed the Rapid Transit Stabilization Agreement (RTSA) to ensure the job is done on time and on budget while hiring qualified local union workers. This agreement between the city and Hawaii's 12 private-sector labor unions, including Local 3, minimizes potential labor risks during the 10-year span of the project.

Many of our District 17 members were instrumental in making this happen, and I want to thank you for that. So does Hannemann, who personally thanked Local 3 in a letter about the agreement. Please read some excerpts from the letter below:

... I particularly want to thank Operating Engineers Treasurer William Kalani Mahoe, who worked with city Managing Director Kirk Caldwell and the Department of Transportation Services to reach this historic agreement. We also want to acknowledge the union members and their families in their unwavering support for this rail project as we move closer to groundbreaking. ...

This document [RTSA] guarantees against strikes, lockouts and similar job disruptions that would not only delay the project but jeopardize jobs and the livelihood of workers and their families. For the workers, both union and non-union, it provides comparable pay and standardized work hours, days and conditions. ...

In addition, since our state procurement law requires a level playing field for public-works projects like rail, this agreement ensures that everyone competes with the same minimum requirements in place, specifically the cost of labor. ...

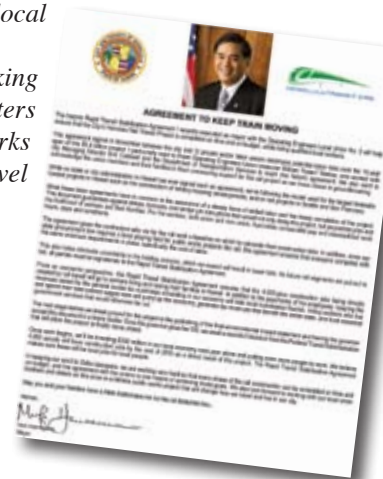
As future rail segments are put out to bid, all parties must be signatories to the Rapid Transit Stabilization Agreement.

From an economic perspective, this Rapid Transit Stabilization Agreement ensures that the 4,000-plus construction jobs being directly created by rail transit will go to workers living and raising their families in Hawaii. ... Hiring workers who live and spend their hard-earned wages here will pump up the economy, generate tax revenues that benefit the entire state and fund essential government services that would otherwise be cut. ...

We believe 4,000 people will have construction jobs by the end of 2010 as a direct result of this project. The Rapid Transit Stabilization Agreement makes sure these will be local jobs for local people. ...

We also look forward to working with our local union brothers and sisters on this once-in-a-lifetime public-works project that will change how we travel and live in our city. ...

This letter, sent by Honolulu Mayor Mufi Hannemann, personally thanks Local 3 for the membership's hard work in establishing the RTSA.





Rancho Murieta Training Center
for apprentice to journey-level operators

By Tammy Castillo, director of apprenticeship

Everything you need to know about applying to RMTc

Rancho Murieta Training Center (RMTc) is gearing up for the 2010 training season. For those of you who have family members and/or friends interested in applying to the California Operating Engineers Apprenticeship Program, you may not know that the application process has changed. The program is structured and governed by the state, the Division of Apprenticeship Standards (DAS), the federal government and the Northern California Joint Apprenticeship Committee (JAC). All apprentices are required to abide by the apprenticeship standards as well as 20 other rules, regulations and procedures. To apply to Local 3's apprenticeship program, applicants must be at least 18 years of age, be a resident within Local 3's jurisdiction and possess a valid California driver license.

An applicant can call RMTc at (916) 354-2029 and request an application by phone, pick one up at a district office or complete and print one from the Local 3 Web site: www.oe3.org. (Click on the "Training" tab.) Mail the completed application to RMTc at 14738 Cantova Way, Sloughhouse, CA, 95683. Once RMTc receives the application, a letter will be sent to the applicant acknowledging receipt. Next, the applicant will be contacted via mail with a scheduled date for a System Assessment for a Group Evaluation (SAGE). In 2008, the apprenticeship standards were revised, and RMTc no longer uses the zero to 10 point system to rank the applicants. In the letter, the applicant will also receive a response card with three options:

1. The applicant is accepting the test date.
2. The applicant is not accepting the test date and must call Lisa Halsey-Gunther at (916) 354-2029, ext. 7943 to schedule a new test date.
3. The applicant is no longer interested in the apprenticeship program. (Marking the third box removes the applicant's name from the waiting list.)

SAGE is a basic-skills assessment test including reading, basic mathematics, vocabulary, spatial and shape recognition and eye-hand-foot coordination. The branch of training that the applicant has selected will determine the minimum score required to be placed on a waiting list. The branches include: Construction Equipment Operator (CEO); Crane Operator; Dredge Operator; Heavy Duty Repairperson (HDR); Mobile Concrete Pumper; Rock Sand and Gravel and Vertical Horizontal Driller 33.3; Lubrication Technician 33.10; and Gradechecker/

Gradesetter 29.70. If an applicant doesn't achieve the minimum score required for the branch of training he or she selected but did achieve the minimum requirement for one of the other branches of training, he or she can elect to be placed on the appropriate waiting list. If not, the applicant will get one additional opportunity to retest. All applicants who pass the test are placed on a waiting list by district, score and branch.

The next point of contact will be for a scheduled panel interview. If selected, the applicant will be scheduled for a mandatory drug test. Once the substance-abuse monitor receives a negative result, the applicant will be scheduled for either a one-week or five-week orientation at RMTc. After completing the orientation, the newly indentured apprentice will be added to the out-of-work list to be dispatched. Once dispatched, the apprentice will begin receiving on-the-job training hours. After receiving 1,200 hours, an apprentice in any branch of training will be scheduled for two weeks of mandatory Supplemental Related Training (SRT). Two-year programs have a total of 240 SRT hours to complete, and the three- and four-year programs have a total of 320 SRT hours to complete.

Hopefully this has answered your questions regarding the apprenticeship program requirements. If you have additional questions, contact your district apprenticeship coordinators listed below or me at (916) 354-2029, ext. 7933.

Apprenticeship coordinators:

Patrick Grisby, Senior Apprenticeship Coordinator: (916) 354-2029, ext. 7942

George Steffensen, Burlingame: (650) 652-7970; Rohnert Park: (707) 585-3430

Holly Brown, Fairfield: (707) 429-5337; Oakland: (510) 748-8320

Randal Miller, Oakland: (510) 748-8320

Debra Carrell, Stockton: (209) 944-5603; Fresno: (559) 229-4603

Bob Center, Yuba City: (530) 742-9240; Redding: (530) 221-3203; Eureka: (530) 308-4883

Jesus Vasquez, Sacramento: (916) 993-2066

Butch Cabrera, Morgan Hill: (408) 465-8279; Fresno: (559) 229-4603

Take it to the next level – go online and practice!

Take a practice test before taking the real one. Practice exams are available online through the LearningExpress Library at www.saclibrary.org.

Here's how:

1. Visit www.saclibrary.org
2. Click "Catalog"
3. Click "Knowledge Center"
4. Under "Colleges and Careers," click "LearningExpress Library"
5. Click on "New Users"

Registration is free and easy. Start with "Adult Skills Improvement," and continue from there.

Candidates with the highest scores are admitted into the apprenticeship program first, so if you're serious about a career with the Operating Engineers, make your

testing opportunity count. Study and practice.

Skill building for adults

If you're a busy adult looking to improve or refresh your reading, writing or math skills, the Sacramento Library's Knowledge Center is also a good place to start. You'll find plenty of instantly scored practice exercises, tests and tutorial lessons designed to fit your schedule and meet your learning needs.

GED preparation

It's important to earn your General Education Degree (GED), and the Knowledge Center has everything you need to pass the tests. You'll find courses

in every subject as well as instantly scored practice tests and essays just like the official exams.

High school

Whether you need to prep for an important test or get extra help for your classes, you'll find the study tools and practice you're looking for at the center. Get online, and be the best you can be. Areas of study include math, reading comprehension, vocabulary, spelling skills, writing and grammar skills.

All of this and much more is available for free. Just follow the directions to the LearningExpress Library. If you don't have a computer, visit your local library, and someone will help you get started.

The International Union of Operating Engineers (IUOE) PIPELINE TRAINING CLASS



Front row, from left: Ron Hutchison, Chad Rindlisbaker, Chris Marston, David Cassidy, Richard Ford, Larry Woodward, Jonathan Williams, Michael Denis, Mark Scott and Frank Gwinn. Second row, from left: Tony Jordan, Steve Little, Eric Grazin, Dan Hyde, Doug Van Vleck, Craig D. Williams, Van Stevenson, David Sue, Carl Edwards, Jerry L. Charcton and George French. Back row, from left: Jake Carlson, Ed Hendrix, Andrew Payson, Jerry Seiff, Ron Lawson, Reginald Waters, Pete Garza, Steven Guy Banas, Troy Black and Glenn Kekahuna.

Mechanics Corner

By Dave Bibby, Heavy Duty Repair (HDR) instructor

Fluid mechanics makes the coupling go round

The term “fluid” typically brings to mind liquids, but in physics, fluid describes any gas or liquid that conforms to the shape of its container. Fluid mechanics is the study of gases and liquids at rest (static behavior of stationary fluids) and in motion (dynamic behavior of moving fluids). Hydrodynamics is the study of a liquid in motion, which is the principle that allows a fluid coupling to transmit rotating mechanical power.

The fluid coupling originated from Dr. Hermann Föttinger. His 1905 patents covered fluid couplings and torque converters.

The operation of a fluid coupling is similar to that of two electric fans facing one another. When one fan is on, the moving air causes the second fan to turn.

The fluid coupling consists of a housing, impeller and turbine. The impeller (also referred to as the pump) is integrated with the housing, which is attached to and turns at engine speed. As the impeller rotates, centrifugal force causes the fluid to move toward the outside. The turbine is also contained in but not attached to the housing and serves as the output. The turbine has many curved vanes that are opposite from those of the impeller. As the fluid is thrust from the impeller, it strikes the vanes of the turbine causing it to rotate in the same direction. Since a liquid, typically oil, has more mass, it transmits more energy than air.

The first fluid coupling used with a fully automatic transmission came in 1939 when General Motors Corporation introduced the hydramatic drive. This provided a means of transferring torque from the engine to the transmission and the ability to stop a vehicle while still in gear. A disadvantage was poor acceleration; the engine would labor until the vehicle picked up speed. Because the vanes on the impeller and the turbine were curved in opposite directions, fluid coming off the turbine would strike the vanes of the impeller in a direction opposite to the engine rotation. Not only was engine horsepower consumed by initial movement of the fluid, but now it had to overcome the force of the fluid coming from the turbine.

To overcome this counter-productive problem, a stator was added to the fluid coupling. The stator is located between the

impeller and turbine and does not rotate. The vanes of the stator catch the fluid as it leaves the turbine where it is redirected to strike the back of the impeller. This action gives the impeller an added boost, or torque, making the fluid coupler a torque converter. The benefit of the torque converter is 30 percent to 50 percent more torque.

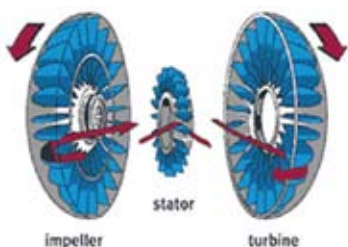
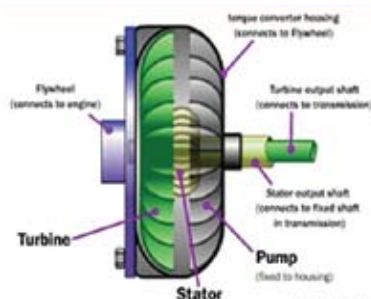
The illustration at right is an assembled torque converter. Input power from the engine drives the housing and impeller, the turbine is driven and serves as the output to the transmission and the stator is the stationary reaction member.

When a vehicle is stationary or just starting to move, the impeller is throwing fluid outward. This fluid strikes the turbine and redirects back to the impeller through the stator. The impeller is turning at engine speed, but the turbine is either held stationary or rotating slowly due to the load placed upon it, resulting in a fluid-flow path that resembles a spiral. This spiral flow is known as “vortex flow,” where maximum slip between the impeller and turbine occurs, and the greatest torque multiplication takes place.

When a vehicle is moving, the speed of the impeller and the turbine are approximately the same, such as when coasting with little or reduced load, and the spiral fluid flow follows the rotation of the impeller and turbine. This is referred to as “rotary flow.” With rotary flow, there is minimum slippage or speed differential between the impeller and turbine, and the torque multiplication is zero.

In most circumstances, the fluid flow will transition between vortex and rotary flow, depending on the amount or degree of slippage between the impeller and turbine.

For additional information related to torque converters, visit www.howstuffworks.com, and search for “How Torque Converters Work.” The next time you see an electric fan or are driving around town, remember that fluid mechanics makes the coupling go round.



Strate to Canada

Member shares his international perspective on Local 3

Forty-eight-year member Don Strate is one of a few Local 3 retirees who reside out of the country. Spending his retirement in High River, Alberta in Canada, Strate has an interesting perspective on the union, the United States and American politics, especially President Obama's plans for universal health care, as Canada has a publically funded system that dates back to the 1940s.



Where are you originally from?

"I was born in Canada and in 1957, decided to move to the United States with my family. We moved to Salt Lake City, Utah. I became a U.S. citizen in the mid-1960s."

How did you get involved with Local 3?

"I went to work for a sand and gravel company, which was non-union. At that time, the federal highway system was just beginning to be built across the United States. ... There was a federal inspector who came on the job and started asking us questions about our pay and overtime pay. I informed him of the wage we made, plus there was no overtime pay at all, and we were working a standard, 60-hour week. He told me the rules under the federal program and what was wrong with what we were doing. ... He proceeded to audit the company and went back two years and made the company pay everything that was due to us. The company came to each one of us, one-on-one, and said that they would make the check out to each one of us, and they would expect us to sign it and return it to them. They would pay the taxes. ... I was sure if I kept this back-pay check, I would no longer have a job. The first thing I did was get on the Operating Engineers Local 3 out-of-work list in Salt Lake City."

What companies did you work for in your career?

"I worked for various contractors in the area for a few years, operating everything from dirt equipment to cranes exclusively before I went to work for Local 3 as a business agent in the summer of 1974."

What were some of the challenges at that time?

"In Utah, being a right-to-work state, the union rep. job was a real challenge, as it still is to this day. I wore many hats, such as district rep., drug and alcohol counselor, AFL-CIO board member, apprenticeship administrator and Trustee and attended the Harvard University [Trade Union] Program."

Why did you move back to Canada?

"I never had any intention of moving back to Canada, but I ended up meeting a wonderful lady here in High River, Alberta and got married in 2001 and moved up here permanently. I am now what they call a permanent resident in Canada. This means I am also eligible for their [the country's] health-care benefit."

Can you elaborate on that?

"This is paid for by the income-tax system and has no monthly premium. This does not cover dental or eye glasses, unless you have to have an operation of some sort. Prescription drugs are not covered, unless you have an operation, so don't let anyone tell you we are covered 100 percent, however, it is still great for major health problems. I've had two cancer operations at no out-of-pocket cost to me. Having said that, the taxes are high – the system has to be paid for somehow."

In your opinion, how do unions fare in Canada?

"The conservative government in Alberta has done a real number on diluting the effectiveness of organized labor in the province with bad labor laws that let contractors do just about anything they want to with their work force."

"The International Union of Operating Engineers Local 955 in Alberta has a membership of about 11,000 members, which is small compared to Local 3. However, they [Canadian union members] are covered under the Alberta health care, so that is one thing the unions don't have to bring to the bargaining table."

"Local 955 has a reciprocity agreement with Local 3 and Local 12. They believe their work force must be mobile in North America in order for us to survive."

Is there a lot of construction work in Canada right now?

"There is a huge amount of construction work for the operators at this time, and come next spring, there will be even more work. Mr. [Bill] Stewart from Local 955 (business rep. and director of recruiting) told me they will need between 300 and 400 crane operators alone, not to mention all the other classifications."

What should Local 3 members do to get involved with that?

"He [Stewart] wanted me to include his e-mail address and phone number in this article: bstewart@iuoe955union.com; (780) 483-0955."

What has joining Local 3 meant to you?

"I must say, joining the Operating Engineers and making a career out of it was the smartest decision I ever made in my life and have never been sorry for it at any time."

For more information about Local 955 and work in Canada, visit www.iuoe955.com.



Crane Operator Don Strate loads ball mills on the Kennecott project in Magna, Utah in the late 1960s.

OPERATING ENGINEERS LOCAL 3

Building Bridges to Our Future

Local 3 invites you to join your officers, staff and fellow Operating Engineers at the Semi-Annual Meeting held on Sunday, March 21 at the Solano County Fairgrounds in Vallejo, Calif.

This year's theme – Building Bridges to Our Future – is appropriate as we start a new decade and enter a big political year. Governor seats are up for election in all four states in Local 3's jurisdiction, and we'll soon vote on important legislation that will affect us all for years to come. When we cast informed votes, we're laying the foundation for a better future.

Now is the time to get involved, and a great way to do that is by attending your union meetings. The Semi-Annual is

a fun and informative event for everyone, with a free health fair, complimentary lunch and state-of-the-union address from Business Manager Russ Burns. This year, we'll also host an equipment fair, complete with simulators, so everyone can experience what it's like to be an Operating Engineer. Bring the family and enjoy.

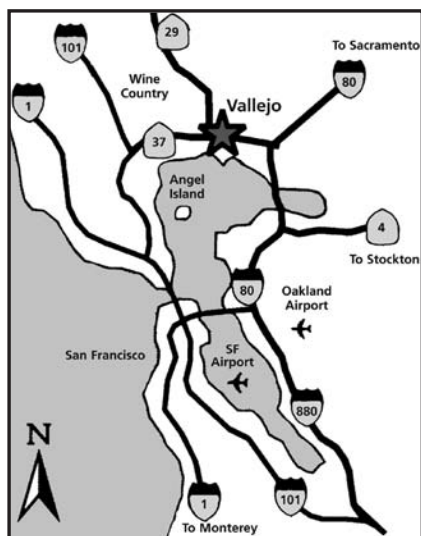
Schedule of events:

9 a.m. – Registration, health fair, equipment fair

10:30 a.m. to 12:30 p.m. – Lunch

1 p.m. – Meeting called to order

Directions to the Solano County Fairgrounds



When dirt is more than dirt

More than 50 Independent Construction operators improve Natomas Levee

Story and photos by Mandy Jessup, managing editor

“Dirt is not just dirt,” said Independent Construction’s Foreman Eddie Acosta. At the Natomas Levee extension/improvement project just north of the Sacramento Airport, Acosta motions to the many scrapers lined up like train cars transporting different kinds of dirt to and from nearby borrow sites. Their aim: To reduce the risk of flooding to developed areas in the Natomas Basin by addressing through-seepage and under-seepage potential in the westernmost 12,500 feet of the Natomas Cross Canal South Levee. Members strengthen and heighten the levee by moving more than a million yards of dirt and constructing two canals, one, 2,800 feet long and the other, 2,400 feet long, to aid in irrigation.

While the general public may just see dirt, inspectors from the Sacramento Area Flood Control Agency see much more than that. They take random samples to ensure Type I or Type II dirt is used in certain locations. So Acosta and his crew of some 50 Operating Engineers are kept on their toes (or equipment!) at all times.

Dirt is also not just dirt to the Native Americans whose sacred burial grounds are monitored during the project to ensure at least 2 feet of dirt covers the ground above their burial sites. It’s also not just dirt to archaeologists eager to dig at certain points of the site, or to environmentalists intent on protecting certain species in the area, such as the Valley Elderberry Longhorn Beetle and the Giant Garter Snake.

Dirt is also not just dirt to the federal government, since the Natomas Levee Improvement Program is funded in part from Federal Stimulus Funds through the American Recovery and Reinvestment Act (ARRA). With that funding comes an incredible amount of procedural specifications and “paperwork, lots of paperwork,” said Acosta, who must certify payroll through the government. Consequently, he has become quite familiar with his laptop.

Dirt is also not just dirt to the Sacramento Airport. All equipment in the area must be marked with safety flags, so incoming and outgoing planes can spot scrapers, dozers, excavators, etc.

And it’s not just dirt to the workers on the jobsite, especially Strother, who was with the project when *Engineers News-Record* was there. “When the scrapers, he said, “ride all day long.” He said it was fun and games. He said teamwork when, when he got stuck in the mud. Local 3 team quickly continued.

Dirt is also not just dirt to the workers on the jobsite, especially Slippner. He joined the project when he “loved playing in the dirt” outside doing what he loved.

The project began in 2009 and is scheduled to finish by the end of 2011. It was one of the projects that contributed to the success of the Sanco Pipelines and Services.



Compactor Operator Lee Urricelqui moves dirt from several borrow sites.

Blade Operator Alex Payan works for Independent Construction on the Elkhorn Canal to improve the Natomas Levee.





More than 50 Operating Engineers work for Independent Construction on the Natomas Levee extension/improvement project just north of the Sacramento Airport.

st dirt to the many operators on the
y to Fifth-step Apprentice Adrian
working his second week on the job
Jews caught up with him. Operating
is like “riding an amusement park
Although, for Strother, it is not all
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t I love.”

egan in November 2009 and should
of this year. Other subcontractors
to the project include West Concrete,
and W.C. Maloney.



Every piece of equipment must have a flag visible for incoming and outgoing planes from the Sacramento Airport.



For Excavator Operator Federico Ruiz, the Natomas Levee job is a first, unlike any other he has worked on.



Hilo picnic enjoyed by all

Nov. 8 was a sunny, clear day in a week of rain. Many members and their families attended and enjoyed District 17's Hilo picnic. Our retiree turnout was so great that two retirees were the raffle prizewinners. Thirty-six-year member **Everett "Bully" Spencer** was our grand prizewinner and chose the 32-inch, high-definition TV. So, 40-year Honorary Member **Patrick Haleamau** won the beautiful grill, which he plans to put to great use. Another highlight of the day was the "portagee horseshoe" tournament. The finalists were **Jacob Pakani**, **Chad Alcos**, Apprentice **David Kanoa** and **Michelle McKinney**.

Forty-five-year Honorary Member **Masao Uyeda** retired from **Hawaiian Bitumulls** in 1989 as a mechanic and was also at the picnic with his 1932 Ford that he spent more than five of his retired years fixing up.

As far as work goes, Dozer Operator **Clyde Eli Jr.** and Gradesetter **Paul Belford** are working on the **Goodfellow Brothers Waipahu Ash Landfill cover project**. The \$18.495 million Honoapiilani Highway widening project is also underway, as crews widen the road to four lanes and work on retaining walls, drainage improvements, a landscaped median, curbs and sidewalks.



Thirty-six-year member **Everett "Bully" Spencer** shows off the TV he won at the District 17 Hilo picnic.



From left: **Jacob Pakani**, **Chad Alcos**, Apprentice **David Kanoa** and **Michelle McKinney** were the finalists in the "portagee horseshoe" tournament at the District 17 Hilo picnic.



Members participate in a "portagee horseshoe" tournament at the District 17 Hilo picnic on Nov. 8.



Forty-year Honorary Member **Patrick Haleamau** gives a thumbs up after winning a grill at the District 17 Hilo picnic on Nov. 8.



Forty-five-year Honorary Member **Masao Uyeda** stands by his 1932 Ford.

Dozer Operator **Clyde Eli Jr.** and Gradesetter **Paul Belford** take a breather while a Trimble representative checks on a GPS system at the **Goodfellow Brothers Waipahu Ash Landfill cover project**.



Members, from left: **Brandon Prepose**, **Zachary Tianio**, **Gaylane Clarke**, **Dion Wilhelm**, **Mikey Buen**, Apprentice **Chris Kelly**, **Taylor Prepose** and Foreman **Clayton Sado**.



Operators stay busy on the **Goodfellow Brothers Waipahu Ash Landfill cover project**.

Projects ready to bid throughout District 10

Work is still slow in District 10. We’ve entered the rainy season, and much of our work has been winterized and put on hold. **O.C. Jones’** job on Hwy. 101 between Windsor and Santa Rosa has three lanes open in both directions, and the bridges are done. The Asphalt Concrete (AC) overlay lifts will have to wait for better weather. **Ghilotti Brothers** also winterized a Hwy. 101 job at Wilfred Avenue in Rohnert Park. Work by **R.M. Harris** will continue on the new bridge structure. **Commercial Power Sweep** is also working on this job, keeping things neat and tidy. **Northbay Construction** continues work on sewer and water upgrades in the McDonald Avenue area of Santa Rosa. **Ghilotti Construction** widened the Sebastopol Road/Stony Point Road intersection and is waiting for good weather for the final lift of AC. **Penhall** is demolishing the old Ten Mile Bridge in Mendocino County, as the new bridge is now in service.

Argonaut Construction is the low bidder on the Stage Gulch Road/Hwy. 116 widening project, which should start in the spring. The \$10.972 million project is a major east-west thoroughfare in need of repair. **Northbay Construction** is the apparent low bidder on the next phase of the Hwy. 101 widening between Rohnert Park Expressway and Pepper Road just north of Petaluma. This project is valued at \$52 million. Upcoming work in Mendocino County includes several large Caltrans culvert-replacement projects and an estimated \$20 million bridge-repair project at Elk. The city of Willits has a \$3 million Main Street water-main improvement project ready to bid. Caltrans has a \$20 million AC overlay project ready to bid at Clearlake in Lake County. **Team Ghilotti** is the apparent low bidder on the \$900,000 Western Avenue shoulder widening project in Petaluma. **Granite Construction** was awarded the Gobbi Street/Oak Manor

road realignment in Ukiah for \$878,000. The city of Covelo is ready to put out to bid a wastewater-treatment improvement project, and the city of Fort Bragg has two projects ready to bid: North Harold Street and Dana Street overlay and the Pudding Creek Road reconstruction. Each project is worth about \$500,000. Hopefully this winter, the federal government will release more Stimulus Funds, enabling state, county and city governments to put more projects out to bid and put more of our brothers and sisters back to work.

Attention members: We need your help. Local 3 is on strike against Road Machinery, the Northern California Komatsu dealer. If you have Komatsu equipment on your jobsite, or if you see any service work being done by Road Machinery or any other non-union company, please call the Hall immediately at the number listed above. You are our Army.

FAIRFIELD | 2540 N. Watney Way, Fairfield, CA 94533 ▪ (707) 429-5008

Work on Napa Memorial Stadium should start soon

In west Solano and Napa counties, work slowed down due to weather. **Mountain Cascade** was able to continue work because of the hard rock surface at the company’s water-tank project off Newell Road in American Canyon. Most other jobs have wrapped up for the winter. **Kiewit** will continue working through the winter on the flood-control and train-trestle project in Napa. Upcoming jobs for the spring include **North Bay’s** \$4.45 million job on the Vallejo streetscape and **Bay Cities’** Napa Memorial Stadium job on Menlo Avenue in Napa. Our agents have attended quite a few pre-bid conferences throughout the area, and a good amount of work is going out to bid this year. Hopefully this will get us back on track for a prosperous year ahead.

Dispatcher **Felicia Ratkowski** reminds members on the out-of-work list to call the Hall (see number above) to verify that your phone numbers are updated. If we don’t have your current phone number, we can’t offer you a dispatch. Also, it is imperative that you make sure that any and all certifications you have are recorded in our system. If you have a Bay Area Training Corporation (BATC) card, Transportation Worker Identification Credential (TWIC) or any other license or certification, call and make sure we have it on file.

Also remember: Out-of-work-list registrations expire, so make sure your registration is active, and find out when it expires so you don’t fall off the list. On the other hand, if you return to work, you are required to obtain a dispatch before you report to the jobsite.

Most importantly, get involved with your union. Come to the quarterly district meetings and the Semi-Annual meetings. These meetings not only give you an opportunity to learn about what is going on in your union, but they also give you an opportunity to voice your concerns. You are our eyes and ears. To protect our work, we rely on tips from our members.

With that said, we need your help in our strike against Road Machinery, the Northern California Komatsu dealer. If you have Komatsu equipment on your jobsite, or if you see any service work being done by Road Machinery or any other non-union company, please call the Hall immediately. You are our Army.

At our Dec. 8 district meeting, Business Manager **Russ Burns** and Financial Secretary **Dan Reding** formally initiated new member **Bruce Johnson**, who works for **Guida Surveying**. Congratulations. For his photo, see page 26.

Fifth annual motorcycle toy run a success



Frank and Nancy Anderson carry toys on the front and back of their motorcycle to donate at the Fifth Annual Motorcycle Toy Run on Dec. 19.



Crane Operator Mark Fitzgerald and his wife Debbie donated remote control construction toys.



David Albini, a Caltrans tow truck driver, sports the Local 3 logo on his helmet.



From left: Jim Palestini, Andy Lagosh and Troy Johnson add their donations to the pile of toys collected for disadvantaged children of Solano County.

Several signatories working on Lakehead project

It's early 2010, and we have work! **Tutor-Saliba** broke ground on the Lakehead I-5 project and is working when the weather allows. Subcontractor **Sierra Equipment** is working on the project as well. A road has been built to the bottom of an empty Shasta Lake, and a working deck is being erected. Another subcontractor on the Lakehead project, **Foundation Construction**, is driving pile. **Steve Manning Construction** picked up another \$6 million worth of work on a Federal Highway Administration (FHWA) roadway repair in Hyampom.

District 70 dispatches neared two dozen for the month of December. Please stay current on the out-of-work list.

A special thanks goes out to "Mrs. Riley" for supplying the Road Machinery strike team with some wonderful meals and goodies that renewed our spirits, even on the rainiest, most gloomy days. We happen to be on the strike line rain or shine,

and most of the upcoming days are expected to be rainy. Please stop by at 1164 Prestige Way, and join us in our efforts to put an end to Road Machinery's Unfair Labor Practices (ULPs). And please call the Hall immediately at the number above if you see any Road Machinery service trucks or non-marked white trucks working on Komatsu equipment on a jobsite.

In closing, if you haven't heard, we have a new dispatcher in our district. Please call or stop by the Hall and welcome **Dave Kirk** to our staff.

Correction

Ron Webb was misidentified in December's *Engineers News*. He was operating a dozer on the Tullis North Street Bridge project.



From left: Eric Ernst, Mike Riley, Harley Ramirez and Tracy Cardozo work at Peterson Tractor's parts department in Redding.



From left: Dave "Bubba" Zitney, Tom Orsolini, Chuck Rogers, Zane Skoviecki and Kurt Lutz work at Peterson Power's Redding truck shop.

MORGAN HILL | 325 Digital Drive, Morgan Hill, CA 95037 ▪ (408) 465-8260

Stimulus Funds re-pave Southside Road

District 90's picnic will be held June 12 at Christmas Hill Park in Gilroy. Details are being finalized, so keep reading *Engineers News* or call the Hall at the number listed above for more information.

A quick thank you to the brothers and sisters who attended the quarterly meetings and Master Agreement pre-negotiations meeting and called about non-members running our equipment and performing our covered work. These things are important for your union to remain strong and the members to stay educated, and it pays off when you, the membership, take time and get involved.

Some good news for our members and signatory contractors: San Jose and Valley Transportation Agency (VTA) are getting serious about bike paths. VTA earmarked \$160 million for bike and pedestrian improvements during the next 25 years in Santa Clara County, and the Metropolitan Transportation Commission will spend more than \$1 billion in the same period throughout the nine Bay Area counties. This, combined with the High-Speed Rail project and the construction outlook around the Bay Area and neighboring counties, makes the work picture brighter.

The Moffett Field jobsite in Mountain View continues employing our brothers and sisters with **J.J. Albanese**, and **Carone Construction** is building a new training facility. **Granite Rock/Pavex** and **Granite Construction** continue work at the Mineta/San Jose Airport expansion. **Pantano Excavation and Demolition** is tearing down the old Leatherback Industries

building in Hollister, and some of the Stimulus Funds made it to San Benito County where **Granite Rock/Pavex** re-paved Southside Road. Construction on a \$30 million courthouse is scheduled to start later this year in Hollister. **DeSilva Gates** was awarded the Tennant Avenue Interchange improvement in Morgan Hill for \$5.4 million. **Granite Construction** was the low bidder on a \$25.4 million asphalt-resurfacing job on Hwy. 101 in south San Jose. **Preston Pipelines**, **Robert Bothman** and **J.J. Albanese** continue work on the Whole Foods project in San Jose. **Smith Denison** and **DeSilva Gates** keep busy at the old Fort Ord military base in Marina, performing infrastructure work that is part of an \$11 billion package of about 15 years of work. **Mountain Cascade** was awarded the Aptos Sewer Plant job for about \$2.1 million. **Top Grade** is extending General Jim Moore Boulevard in Seaside (Former North/South Road in Fort Ord) for more than \$6 million.

These are just some of the jobs in District 90 and one reason we're more optimistic in 2010 than in 2009. Think positive, work hard and hang in there.



Giuseppe Pantano, a 13-year member and owner of Pantano Excavating, demolishes the old Leatherback Industries building in Hollister.

Attention members: We need your help. Local 3 is on strike against Road Machinery, the Northern California Komatsu dealer. If you have Komatsu equipment on your jobsite, or if you see any service work being done by Road Machinery or any other non-union company, please call the Hall immediately at the number listed above. You are our Army.

Underground projects continue through winter

As everyone waits to see what 2010 will bring, every district has had a Master Agreement pre-negotiations meeting; we had a good turnout in Stockton. There were several good suggestions that will be presented. When these negotiations start, our officers and those sitting in on the Negotiation Committee will need every member's total support. Remember: *United we bargain, divided we beg.*

As of press time, our signatories are buttoning up jobs in preparation for the rainy season. There are a few contractors that will continue working through the winter months out of necessity. **PCL** shut down the Tesla Portal project (Hetch Hetchy) in January for about 36 days, so the company will be at it rain or shine. **DA Wood Construction** and **Mozingo Construction** have underground projects in Tracy that could continue during wet weather. **Knife River Construction** also has an underground project ending soon in Manteca.

There are several upcoming projects in our area. A water-treatment plant will be built in Mountain House for \$7 million, **Martin General Engineering** picked up a water-main replacement in Tracy, **DA Wood Construction** picked up a

water-main replacement in Lodi and San Joaquin Delta College has several projects on the books and out to bid.

We continue to do what we can to assure the majority of these projects go to our signatory contractors. We are working to get Project Labor Agreements (PLAs) in place and local hiring language in our cities and counties and protesting bids, if we have grounds. We are constantly trying to organize new companies, because by doing this, we are doing all we can to create job opportunities and get our members working.

At the time of this writing, the Road Machinery strike is still underway. You can help the cause by contacting the Hall at the number

listed above if you're on a job and see a mechanic working on Komatsu equipment. Chances are, these mechanics are not Operating Engineers. Please, let us know.

Correction

David Lehman was misidentified in the January edition pin-recipient page. He is a 25-year member.



Stockton District Rep. Nate Tucker addresses members at the District 30 Master Agreement pre-negotiations meeting.



Meet the Knife River Construction crew on the Austin Road water main project

From left: Eighteen-year member **Xavier Merlo**, 24-year member **Jarmon Isotalo**, 10-year member **Arron Cline** and 11-year member **Neil Casey**.



Mechanic Neil Casey services equipment for Knife River Construction.



Xavier Merlo operates a backhoe on the Austin Road water main project in Manteca.



Excavator Operator Jarmon Isotalo places a shield in the trench.

Excavator Operator Arron Cline compacts the trench.

Dispatches improve; 2010 should be even better

This year, there will be many events that may enhance or hurt our work.

First and foremost is our state's economy. It must improve to help our declining work hours. Although we've seen more public-works projects in District 60 than ever before, it is still a far cry from where we once were.

Another important event happening this year is the election of a new governor. This will directly affect all aspects of our work and California's economy. It is vital that the union acts as one and helps get the right person in Sacramento. We must pay close attention and not be afraid to ask questions. We must have a labor-friendly governor and send a clear message to the legislators as well.

It's also very important to get more Federal Stimulus Funds into Local 3's jurisdiction. We need more infrastructure

construction and, especially, water-storage projects. This relates to who we elect as our new governor. That person needs to back these projects.

Speaking of work, at the time of this writing, District 60 dispatched between 35 and 45 more operators in 2009 than in 2008. This year should be slightly better, as public-works projects continue and more come up for bid. Many of the projects that were bid to our signatories this year will not start until spring. Others that did begin will start back up as weather permits.

Having said that, we can't stress enough how important it is to stay in contact with the Hall. Stay up-to-date and current on everything. If you have questions or concerns, as always, call your district representative or the Hall at the number above. Also, if you would like

to volunteer, let us know. In a political year like this one, and with so much at stake, we need all the help we can get. It might be something as simple as going to a city council meeting or the state capitol. It does make a difference.

If you want to see who's doing what in our district, it's always posted on our board in the Hall at the address above, or you can call us.

It's also important to help us in our fight against anti-union company Road Machinery, which we've been striking since Sept. 15. If you see any Road Machinery trucks or unmarked service trucks working on Komatsu equipment on a jobsite, please contact the Hall immediately, so we can take appropriate action. You are our eyes and ears.

Stay safe, and let's make 2010 a great year.

SACRAMENTO | 3920 Lennane Drive, Sacramento, CA 95834 ▪ (916) 993-2055

Our signatories have landed many jobs, big and small

As the work season fires up for 2010, it's obvious we have more work than last year. We anticipate that much of the stimulus money we have been waiting for will be put to use this year.

Scheduled for 2010 are projects covering levees, the second phase of the South Sacramento Corridor, Sacramento Housing and Development Agency, water-treatment plants, highway and freeway projects and the currently proposed Cal-Expo NBA sports arena. These projects, among others that are shovel-ready or in the design stages, are valued at a total of \$8 billion.

In December 2009, Sacramento was given more American Recovery and Reinvestment Act (ARRA) monies, a total of \$360 million, which Congresswoman **Doris Matsui** voted for and President Obama signed into law on Feb. 17, 2009. These ARRA monies will cover multiple types of projects all over Sacramento County.

This year looks to be a stronger year, because our signatories have landed many of the large and smaller projects in our district. Ongoing projects include:

- Hwy. 65 – **DeSilva Gates/FCI**
- I-80 – **Teichert Construction, Granite Construction, Rudolph and Sletten and FCI**
- Hwy. 50 in El Dorado Hills – **Nehemiah Construction**
- Folsom Dam – **Martin Bros. Inc. and Kiewit**
- Harbor Boulevard in West Sacramento – **Argonaut**
- Hwy. 50 median work from the causeway to Sunrise Boulevard – **DeSilva Gates**
- Sacramento Levee – **Independent Construction** (For more details, see page 16.)

Two newly awarded projects from 2009 were the Missouri Flat Road project in Placerville with **DeSilva Gates** and the PCC Pavement roadway reconstruction project in Placer County with **Teichert Construction**.

We continue to monitor the \$100 million Sacramento Levee project and the \$100 million-\$250 million Folsom Dam control structure, which will lead into the Phase III spillway project and the dike reinforcement project at Folsom Lake.

This year is also a big election year for us at the state and local levels. Please read *Engineers News* for updates on the candidates we support. We know how much dedication and hard work our membership put forth to get us where we are today. We will always protect what we have, yet strive for more for the betterment of our membership. But, we cannot do it alone. So get involved, stay involved and be aware of who we support and why. Be aware of how things change and why. Be aware of entities that try to take away our rights. An involved membership is a strong force.

Also be aware out on the job. We need your help, as Local 3 is on strike against Road Machinery, the Northern California Komatsu dealer. If you have Komatsu equipment on your jobsite, or if you see any service work being done by Road Machinery or any other non-union company, please call the Hall immediately at the number listed above. You are our Army.

In closing, please be safe through the cone zone, and respect our Caltrans Unit 12 brothers and sisters clearing snow on I-80 and Hwy. 50. They make a safer path to travel.



From left: Caltrans workers Bill Halterman and Joe Rowe paint over graffiti along I-80 in Davis.

Unit 12 members help after unique snow fall

District 20 participated in a weeklong, area-standards job action against Salt River Construction. The job action was a success, causing big delays to the project. **Independent Construction** is doing a large paving project at the Port of Oakland. Now that football season is over for the Cal Bears, the Memorial Stadium upgrade project should go full speed ahead. *Go Bears!*

Winter came in with a punch as the big freeze hit the greater Bay Area on Dec. 6, covering the local hills and Mt. Diablo with a blanket of snow – something not often seen around the Bay Area.

Altamont Pass in southeast Alameda County had its share of snow as well, keeping our Unit 12 Caltrans crew in Livermore on their toes. With almost 4 inches of snow on the ground, the crew was ready for anything. Although snowplows were not needed, the crew was out in the cold helping the California Highway Patrol (CHP) with traffic control. Shop Steward **Esther Herschbach** called it a winter wonderland. She has worked for Caltrans for the past 23 years, with her last six years at the Livermore yard. She said she has never seen snow like this on the Altamont before. Local 3 would like to thank our Unit 12 brothers and sisters for their hard work to keep our highways and roadways safe, clean and running as smoothly as possible. Keep up the great job, and for all of us, *slow for the cone zone*. Our brothers' and sisters' lives depend on it.

The District 20 staff would also like to thank the brothers, sisters, family and friends for all the volunteer hours they have

put in. Last year was a good one for volunteering, and in 2010, there is going to be twice the amount of volunteer hours needed – especially phone banking and precinct walking. If you want to get involved in the Voice of the Engineer (VOTE) program, call the Hall at the number listed above, and talk to the staff, who will put you on the VOTE list, and when the time comes, we will call you for help. *Anybody* can help and will receive great appreciation gifts in return.

As we look forward to an improving economy in 2010 and beyond, the fight is not over, and we need even more help from more of you. Campaigns for governor will start soon, and let's face it, politics play a role in our wallets. That's why it's so important to do the right thing. The labor movement in this country was built on solidarity, plain and simple. That means that we stood for what was right for us and our union. No longer can we allow the non-union segment to believe that a majority of us have become complacent. If we don't all stand in solidarity, we will ultimately lose. Young or old, apprentice or retiree, we have to band together and show that Local 3 is a force to be reckoned with.

With that said, we also need your help in our fight against Road Machinery, the Northern California Komatsu dealer that Local 3 has been striking since Sept. 15. If you have Komatsu equipment on your jobsite, or if you see any service work being done by Road Machinery or any other non-union company, please call the Hall immediately at the number listed above. You are our Army.

Members shine at the PG&E Power Plant

February is here, so remember: The Crab Feed is Saturday, Feb. 13. Hope to see you there.

At the time of this writing, the PG&E Power Plant project is the big job in the area. Members **Gale Hawkins, Homer Willis, Paul Overmyer, Kelly Paine, Frank Rojas** and Apprentice **Aaron Burns** are on the project and making Local 3 shine.

Wahlund Construction is shoring up the roads in Fields Landing to hopefully move the engines and generators from there to the power plant. At the time of this writing, **Bragg's** heavy-haul division is trying to get the necessary permits in place to move the engines and generators. When the move happens, we plan to be there to take photos, so keep reading *Engineers News* for that story.

Also, keep your eyes peeled for Komatsu equipment on your jobsite, or any service work being done by Road Machinery

or any other non-union company. Since Sept. 15, Local 3 has been on strike against Road Machinery, the Northern California Komatsu dealer, and we need your help. If you see anything, please call the Hall immediately at the number listed above. You are our Army.

Apprenticeship Spotlight

This month, we're highlighting fifth-step Construction Equipment Operator (CEO) Apprentice **Nick Sanseverino**. He currently works for Granite Construction.



Frank Rojas operates a forklift at the PG&E Power Plant.

Boom truck Operator Homer Willis.

Retiree calls Local 3 ‘the very best of all’

Training, improving skills and renewing qualifications continue to be the theme for Local 3. An eight-hour Hazwoper class is scheduled for Wednesday, Feb. 24 at 7 a.m. at the Fresno Hall. Members must have a current Hazwoper card to attend. Contact the Hall at the number listed above to place your name on the list. The work picture is slower than we would like, but this is the perfect opportunity to become the best qualified operators in our industry and one day enjoy the fruits of our labor as retirees.

Retirees are well respected in our organization, and rightfully so. They speak of their union with pride, and the way they tell stories of their operating days is mesmerizing and often hilarious.



Honorary Member
Jake Missakian.

At age 86, Retiree **Jake Missakian** is no exception. An Honorary Member of Operating Engineers, Missakian has more than 46 years of service. He has been a member of different unions, such as the Teamsters, Machinists,

Cannery Workers and Welders and Burners, but he says, “... the Operating Engineers is the very best of all. If it wasn’t for the unions, we would be working for a few dollars an hour.”

One of the best things you can do as a Local 3 member is stay informed and involved. Get the latest news and information on upcoming events *firsthand* by attending your district meetings and staying in contact with the district office.

With that said, if you see any trucks marked with the name Road Machinery or just plain, white service trucks servicing Komatsu equipment on a jobsite, please contact the Hall immediately at the number listed above, so we can take appropriate action. We appreciate you being our eyes and ears.



From left: Operator Michael Garcia and Mechanic Pat Vaughn.

UTAH | 1958 West North Temple, Salt Lake City, UT 84116 ▪ (801) 596-2677

I-15 CORE job unlike any other

Winter is about over, and within Utah, work has been somewhat slow. The I-15 CORE job was let in December to **Provo River Constructors** for \$1.1 billion. The company won the project after beating out two other design-build contractors. The company anticipates starting in the spring and completing the project in December 2012, a year ahead of the other contractors’ proposals. The project entails adding lanes in both directions from Lehi to Spanish Fork and replacing 55 bridges. This design-build project had contractors take monies that were allocated to the project and see how far they could make it go. This is the Utah Department of Transportation’s (UDOT’s) first job like this in Utah, and it could be the way the department bids large projects in the future.

Ames picked up the Murdock Canal project, which will keep operators working during the winter months and through 2012.

Organizing in Utah is very important to our future. It helps create jobs for our members. Local 3 is starting a program called ACTION to help members understand what a union is about and how getting involved can affect the well-being of this state. As we unite, we can make a difference in our city, county and state governments. As a group, we need to ask our friends, neighbors and relatives to tell our elected politicians how we feel about the issues at hand. We can bring solidarity back to our union, which promotes better pay and better fringe benefits for all of us; the only way we can do this is by getting market share.



Several members attended our ACTION training, including, front row, from left: Seth Bringham, Gerald Searle, Darren Baker Sr. and Mike Holliday. Back row, from left: Leonard Stalliviere, Director of Organizing Bruce Noel, Jason Archuleta, Teresa Sinner, Dustin Kunz, Aaron Day, Jared Talbot and Grievance Committee Member Doug Archibald.

When we lost prevailing wage in the 1980s, we lost market share, which lowered our wages and gave us less benefits. This has made it hard on our signatory contractors, however, because of hard-working employees who do the work in a more cost-effective and efficient manner, they can pay higher wages and fringes. The skilled labor force – our members – equates to less rework and more profit for our signatory employers. We all need to motivate ourselves to give 110 percent all the time at work. As a goal, we need to build a bigger, stronger union. We must talk to our non-union friends, neighbors and families and let them know what a good union has done for us. We can get the market share back! Local 3 is taking “ACTION,” and we ask you to get involved. For class information, please call the Hall at the number listed above. *You can make a difference!*

UPCOMING TRAINING

The following is a schedule of training offered in the next few months:

- Feb. 1-4: Gradesetting
- Feb. 5: Written Commercial Driver’s License (CDL) study class
- Feb. 11: First-aid
- Feb. 15-17: Twenty-four-hour Mine Safety and Health Administration (MSHA)
- Feb. 18: Eight-hour MSHA refresher
- Feb. 19-20: Occupational Safety and Health Administration (OSHA) 10 (12 hours)
- Feb. 22-25: Forty-hour Pre-Crane class
- Feb. 26: Operator Qualification (OQ) class (pipeline certification)
- March 5: First-aid
- March 15-17: Trench safety
- March 19: OQ class
- March 22-24: Twenty-four-hour MSHA
- March 26: Eight-hour MSHA refresher
- March 26-27: OSHA 10-hour

Journey-level upgrade training will be on Fridays.

RV parks offer discounts for operators working on pipeline project

Work remains slow as we hit the midpoint of winter, but the future does have a decent outlook with projects scheduled to be let out by public entities. These include, barring any last minute changes, the Meadowood Mall Interchange, another phase of the Carson Bypass, I-80 Vista to Painted Rock, U.S. 93 at Cherry Creek and U.S. 95 near Jackpot. The I-580 widening – the first major state project in northern Nevada – was expected to bid in late December but, at the time of this writing, the results hadn't been posted. **Granite Construction** was the low bidder on two city of Reno street-rehab projects and a city of Sparks project, which will kick off as soon as weather allows. **Sierra Nevada Construction** will resume the I-80 project at Vista Boulevard this spring. **Q&D Construction** has McCarran Boulevard and Vista Boulevard from last year, while **Road and Highway Builders** will start the season at Nightingale.

The mining industry started to seek bids for the upcoming year. Gold is fluctuating between \$1,000 and \$1,500 an ounce, so hopefully, that can translate into a bigger year for our contractors. At the time of this writing, we started negotiations with **Newmont Mining**. We hope to work with the company in a progressive manner. Our **Newmont** membership meetings are on the first Wednesday of every month at 6 p.m. Construction meetings for Elko are held on the second Wednesday of every month at 6 p.m. Both meetings are held at the Elko office, located at 1094 Lamoille Highway.

The Ruby Pipeline project is expected to kick into full gear by July and should provide a boost to the area. The pipeline is 675 miles long with 358 miles in Nevada. There is a total of 540 miles in Local 3's jurisdiction. **Precision Pipeline, Rockford Corporation** and **PE BEN** have crews working in Golconda and Osino through the winter to prepare for it. If you have any questions regarding the pipeline project, please call Business Rep. **Allen Strong** at the Elko Hall at (775) 753-8761. Two local RV resorts are offering discounts for operators who will be traveling to the area. You can call the Iron Horse Resort at (775) 777-1200 and talk to **Ruben Abeyta** or the Double Dice RV Park at (775) 738-5642. Mention that you are with the Operating Engineers. By the time this goes to print, most of the pipeline-training classes

will have taken place, but two are scheduled at the Rancho Murieta Training Center (RMTC) for the end of March and early April. Contact your local Joint Apprenticeship Committee (JAC) for more information. We will be holding steward-training classes in Elko on March 4-5. Steward classes will be held in Reno on March 8-9. Please contact the Reno or Elko halls at the numbers listed above.

As a reminder to anyone who plans on working in Nevada, Occupational Safety and Health Administration (OSHA) 10 certification is *mandatory* as of Jan. 1, 2010. Our JAC will have two classes a month through May. For more information, contact the JAC at (775) 575-2729. Our next district meeting will be held

Wednesday, March 10 at 7 p.m. The Grievance Committee and Market Area Committee elections will be held at this time. We look forward to seeing you there.

In closing, we would like to welcome **Maga Trucking and Crane Company, DX-10 Inc.** and **MAPCA Surveying & Mapping Solutions** to our list of employers. Congratulations to District Rep. **Steve Ingersoll** and business reps. **Dwayne Killgore** and **Strong** for signing them.

Remember to be safe out there, and watch out for your fellow brothers and sisters.



Blade Operator Brad Gillespie removes snow for Q&D Construction in Reno on Dec. 8.



Loader operators Steve Gillespie and Gerry Collis remove snow in Reno for Q&D Construction on Dec. 8.

Calling for stories

Engineers News is always on the lookout for new story ideas, interesting people, unique jobsites and labor-industry news. That's why we need your help. We're asking the membership to contribute to any of the concepts below by e-mail: mjessup@oe3org; regular mail: 3920 Lennane Drive, Sacramento, CA 95834; fax: (916) 419-3487; or phone: (916) 993-2047, ext. 2505.

Health News: Do you have any healthy tips worth sharing? Have you lost a lot of weight, managed a disease or reached a healthy milestone? (i.e. finished a

marathon, lowered your cholesterol) Please let us know.

Dirty Jobs: In the spirit of the Discovery Channel's hit TV program "Dirty Jobs," we're asking members to share their dirtiest job. Please send jobsite information, photos or both. We may pay your job a visit and highlight it in *Engineers News*.

Letters to the Editor: Please submit your thoughts, questions or comments related to information or stories in *Engineers News* to the address listed above, or by e-mail:

newsletters@oe3.org. Letters must include your name and registration number and must be 200 words or fewer.

Retiree Post: Retirees and spouses, please submit reunions, announcements, even recipes. We want to highlight you in a special section. Look for us occasionally at your Retiree Meetings, too.

Environmentalism: Do you think our industry can cohabitate with environmentalists? Have you worked on a job because of or in spite of environmental regulations? Share your opinion and your story.

DISTRICT MEETINGS

All meetings convene at 7 p.m.

FEBRUARY 2010

- 9th District 17: Honolulu
Operating Engineers' Building
1075 Opakapaka St.
Kapolei
10th District 17: Hilo
ILWU Hall
100 W. Lanikaula St.
11th District 17: Maui
Maui Arts and Community Center
One Cameron Way
Kahului

MARCH 2010

- 10th District 11: Reno
Operating Engineers' Building
1290 Corporate Blvd.
16th District 12: Salt Lake City
IBEW Local 354
3400 W. 2100 S.

Semi-Annual Meeting notice

Rec. Corres. Secretary Jim Sullivan has announced that the next Semi-Annual Meeting of the membership will be held on Sunday, March 21 at 1 p.m. at the Solano County Fairgrounds in Vallejo, Calif.

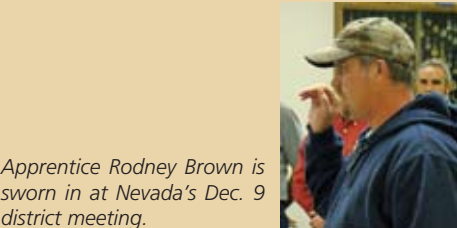
New members

District 04: Fairfield
Bruce Johnson

District 11: Nevada
Rodney Brown



Financial Secretary Dan Reding, left, and Business Manager Russ Burns, right, welcome new member Bruce Johnson at Fairfield's Dec. 8 district meeting.



Apprentice Rodney Brown is sworn in at Nevada's Dec. 9 district meeting.

Pipeline Steward Training

Pipeline work is promising in Local 3's jurisdiction. The Ruby Line (42-inch main line), which crosses Utah and Nevada, is scheduled to start in the spring and projected to employ an estimated 1,000 operators.

Local 3, in conjunction with the International Union of Operating Engineers (IUOE), will be hosting Pipeline Steward Training. Training dates, locations and contact information is as follows:

- March 1, 2: Salt Lake City, Utah. Contact Utah District Rep. Dale Cox at (801) 596-2677.
March 4, 5: Elko, Nev. Contact Nevada Business Rep. Allen Strong at (775) 753-8761.
March 8, 9: Reno, Nev. Contact Nevada District Rep. Steve Ingersoll at (775) 857-4440.

Members are required to call their Hall to be placed on the list. A maximum of 25 applicants will be accepted. Participants are also required to complete two of the eight-hour trainings to be considered for the job steward position(s).

All members are encouraged to apply. Previous pipeline experience or training is required. Members must have a working knowledge of the pipeline industry and a desire to be a steward on future pipeline jobs.



Election of Market and Geographic Area Committee Members

Business Manager Russ Burns has announced the election of Market and Geographic Area Committee members will take place at each district's regularly scheduled district meeting, except for Hawaii, during the first quarter of 2010 with eligibility rules as follows:

- 1) Must be a member in good standing of the parent local
2) Must be living in the committee's geographical area
3) Must be working/making a living in the industry in that area
4) Must be an "A" journey-level operator
5) Cannot be an owner-operator
6) No member will be nominated unless he or she is present at the meeting and will accept the nomination and position, if elected
7) No member is allowed to serve more than two consecutive terms on the Market and Geographic Area Committee

The schedule of the meetings at which these elections will be held appears on this page under "District Meetings."

2010 Political Action and Grievance Committee Election

Rec. Corres. Secretary Jim Sullivan has announced that in accordance with Article X, Section 10 of the Local 3 Bylaws, the election of Political Action and Grievance Committee members will take place at the first regular quarterly district meeting of 2010.

The schedule of meetings at which these elections will be held appears on this page under "District Meetings."

Correction

The following Honorary Members were accidentally omitted in the December Engineers News:

51 years of membership
Robert Reyburn 0972003

52 years of membership
Marvin Blakely 0797932

Honorary Membership

The following retirees have 35 or more years of membership in Local 3 as of December and have been determined eligible for Honorary Membership effective Jan. 1.

Michael Akiu	1631623
Derek Awa	1584376
Frankie Briggs	1351416
George J. Claire	1437896
George T. Fujita	1284815
Robert Gale	1463498
Loren Johnson	1386962
Eugene Kaneshige	1609823
Raul Lizarraga	1589181
James F. Meagher	1187254
Robert Rascon	1627960
Ronald Thompson	1586202
Larry Underwood	1558188
Alan Urricelqui	1175167
Lavoy Whittier	1216252
Elwood B. Wiley	1990042

District 17: Hawaii
District 17: Hawaii
District 20: Oakland
District 30: Stockton
District 17: Hawaii
District 04: Fairfield
District 99: Out of Area
District 17: Hawaii
District 60: Yuba City
District 20: Oakland
District 30: Stockton
District 80: Sacramento
District 10: Rohnert Park
District 20: Oakland
District 80: Sacramento
District 12: Utah

DEPARTED MEMBERS	
Anderson, Harold	Graves, John
Galt, CA	Petaluma, CA
District 80	District 10
10-13-09	10-12-09
Baker, A	Green, Donald
Oroville, CA	Galt, CA
District 60	District 80
11-05-09	10-10-09
Bumgardner, Robert	Grossi, William
Evanston, WY	Santa Cruz, CA
District 99	District 90
11-07-09	10-23-09
Cazares, Ernie	Hildenbrand, T
Escalon, CA	Reno, NV
District 30	District 11
10-24-09	10-10-09
Clarke, Joseph	Jiminez, Frank
Covelo, CA	Modesto, CA
District 10	District 30
10-24-09	11-09-09
Cloud, James	Larsen, Don
Crescent City, CA	St. George, UT
District 40	District 12
10-08-09	08-13-09
Cooper, Thomas	Marquez, Augusti
Mill Valley, CA	Brentwood, CA
District 01	District 20
10-24-09	11-10-09
Cortez, Jose	Nago, Jerry
West Sacramento, CA	Hilo, HI
District 80	District 17
10-16-09	10-29-09
Cullen, William	Ramos, Fernand
Concord, CA	Sparks, NV
District 20	District 11
11-11-09	11-06-09
Elm, Kenneth	Robinson, Raymond
Watsonville, CA	Fallon, NV
District 90	District 11
11-14-09	11-12-09
Ghiorzo, John	Shaw, William
Fairfield, CA	Orland, CA
District 04	District 60
10-09-09	11-15-09
Goulart, Gary	Singh, Kuldip
Citrus Heights, CA	Folsom, CA
District 80	District 80
10-27-09	10-10-09

Tejeda, Alberto	Duncan, Eleanore.
Kahului, HI	Wife of Duncan, Wayne
District 17	(dec)
08-21-09	12-02-09
Wachsmuth, Arnold	Haraugthy, Ruby.
Schurz, NV	Wife of Haraugthy, H.
District 11	(dec)
10-28-09	07-18-09
Zehnle, Lawrence	Harger, Geraldin.
Long Prairie, MN	Wife of Harger, Joe
District 99	10-27-09
10-03-09	Harrah, Cindy.
Zelev, Anthony	Wife of Harrah, Donald
San Jose, CA	11-14-09
District 90	Hogg, Marilyn.
08-26-09	Wife of Hogg, Robert
	(dec)
	10-24-09
DECEASED DEPENDENTS	Hopkins, Elizabeth.
Alves, Patricia.	Wife of Hopkins, Joe
Wife of Alves, Victor	(dec)
(dec)	11-06-09
11-10-09	Jensen, Annabel.
Bandy, Lois.	Wife of Jensen, Eli (dec)
Wife of Bandy, Claud	11-06-09
(dec)	Mynatt, Lucille.
11-23-09	Wife of Mynatt, Hubert
Barnett, Mavis.	(dec)
Wife of Barnett,	10-10-09
Laurence (dec)	Reynolds, Lilly.
11-19-09	Wife of Reynolds,
Bean, Georgette.	James
Wife of Bean, Howard	11-24-09
(dec)	Shupe, Debra.
11-06-09	Wife of Shupe, Lyle P.
Bell, Doylene.	11-13-09
Wife of Bell, Horace	Trout, Evelyn.
(dec)	Wife of Trout, Ralph
09-24-09	(dec)
Bryan, Linda.	09-04-09
Wife of Bryan, Rickie	Withers, Ruby.
11-24-09	Wife of Withers, R.C.
Consani, Gloria.	10-26-09
Wife of Consani, Fred	
(dec)	
11-04-09	

Everyone’s doing it

Using the Internet, that is

Whether you’re e-mailing your friends, paying your bills online or surfing the Web, you spend more time online than you think. That’s why Local 3 wants your e-mail address and wants you to get registered for our Members Only Web site, which gives access to important, confidential information. Visit www.oe3.org to get started:

- **Members Only:** Register for up-to-the-minute information (election information, voter registration, meetings, important legislation, job actions, political events, etc.)
- **E-mail Campaign:** E-mail us at subscribe@oe3.org to sign up to receive information faster and cheaper.

Calling all Seabees ... again

Engineers News and Retiree Lou Nisich Jr. have received such an overwhelming amount of calls and inquiries from members who are/were Seabees or know someone who was, that we are running the information again:

If you or someone you know has information about the Seabees or is interested in taking a trip with Nisich and a crew of other Seabees and historians to the U.S. Navy Seabee Museum in Port Hueneme, Calif., please contact *Engineers News* at (916) 993-2047, ext. 2505, or e-mail us at mjessup@oe3.org. We intend to do a story on Operating Engineers who belong to this naval unit, so we need your information and photos.

The Seabee Museum is still under construction and is scheduled to open in 2011. For more information, call Museum Director Lara Godbille at (805) 982-5167, or visit www.oe3.org.

The U.S. Navy Seabee Museum is being built to preserve the group’s history, educate visitors and promote the Seabees’ famous “Can Do” spirit for generations to come. The museum is also in need of information and historic memorabilia. Contact the museum’s number listed above for more information on making a donation. And stay tuned for a future story about the Operating Engineers’ Seabee history.

The Local 3 officers, Executive Board and the Scholarship Board of Directors understand that the workplace is rapidly changing, and many jobs require skills that can be attained only with a good education. Local 3 is dedicated to giving our young people the opportunity to succeed by providing them with the chance to further their education and training. For this reason, Local 3 awards annual scholarships to sons, daughters, stepchildren and foster children of Local 3 members.

ACADEMIC SCHOLARSHIPS

Four college scholarships will be awarded to children of Local 3 members: Two scholarships of \$3,000 each will be awarded to the first-place female and male applicants; two scholarships of \$2,000 each will be awarded to the second-place female and male applicants. These scholarships must be used for study at an accredited U.S. college or university.

Winners also receive an additional \$1,000 per year from the Scholarship Fund for the second, third and fourth years of college, provided they remain full-time students.

The academic scholarships will not impose restrictions of any kind on the course of study. Recipients may accept any other grants or awards, which do not rule out scholarship aid from other sources.

WHO MAY APPLY

Children of Local 3 members may apply for an academic scholarship. One parent of the applicant must be a Local 3 member for at least one year immediately preceding the date of the application.

Children of deceased Local 3 members are eligible to apply for the scholarships. The parent of the applicant must have been a Local 3 member in good standing for at least one 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 2009) or: 2) the spring semester (beginning in 2010), 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 in the university or college of their choice. Students selected for a scholarship must have achieved not less than a B cumulative average in their high school work.

Applications will be accepted between *Jan. 1, 2010 and March 31, 2010.*

AWARDING ACADEMIC SCHOLARSHIPS

Upon receipt of the application and required forms, 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 of Berkeley Scholarship Selection Committee will submit recommendations for finalists to the Scholarship Foundation's Board of Directors. The list of potential winners and their qualifications will be reviewed by the Board, and the winners will be selected.

Academic scholarship winners will be announced at Local 3's June Executive Board meeting. Checks will be deposited in the winning students' names at the college or university they plan to attend.

Applicants who are not selected for an academic scholarship will automatically be eligible for OE3 Merit Scholarships, which are discussed in detail at right.

INSTRUCTIONS

All of the following items must be received by March 31, 2010:

1. The **application and essay** are to be filled out and returned by the applicant.
2. The **report on the applicant and transcript** is to be filled out by the high school principal or person he or she designates and returned directly to Local 3 by the official completing it.
3. One to three **letters of recommendation** giving information about the applicant's character and ability from teachers, community leaders, family friends or others who know the applicant should be submitted with the application.
4. A recent **photograph**, preferably two inches by three inches, with the applicant's name written on the back should be clear enough to reproduce in the *Engineers News*.
5. The **name, address and phone number** of the applicant's local newspaper for the purpose of sending a press release on behalf of each winner.

OE3 MERIT SCHOLARSHIPS

In addition to the four academic scholarships, Local 3's Scholarship Foundation will award 20 \$500 Merit Scholarships through a raffle drawing to be held at Local 3's July Executive Board meeting. Applicants need not be present to win.

OE3 Merit Scholarships are available only to the sons, daughters, stepchildren and foster children of Local 3 members. One parent of the applicant must be a Local 3 member for at least one year immediately preceding the date of the application.

Children of deceased Local 3 members are eligible to apply for the scholarships if the parent was a Local 3 member for at least one year immediately preceding the date of death.

Children of Local 3 members who plan to attend college or a trade school are eligible to apply. They will not be judged on academic qualifications. All applicants who apply for the Local 3 academic scholarships and do not win will automatically qualify for this drawing. **A second application is not necessary.**

Applications will be accepted from Jan. 1, 2010 to March 31, 2010. Previous winners are not eligible to apply.

The money will be funded when the college or trade school confirms the winner is a full-time student.

WHERE TO GET APPLICATIONS

OE3 Academic and Merit Scholarship applications are available at the local's district offices, credit union branches and online at www.oe3.org. *It is the applicant's responsibility to submit the application to the address below, which must be received no later than March 31, 2010:*

Jim Sullivan
Recording-Corresponding Secretary
c/o Lisa Ward
Operating Engineers Local Union No. 3
1620 South Loop Road
Alameda, CA 94502-7090

History book receives national press, praise from the membership

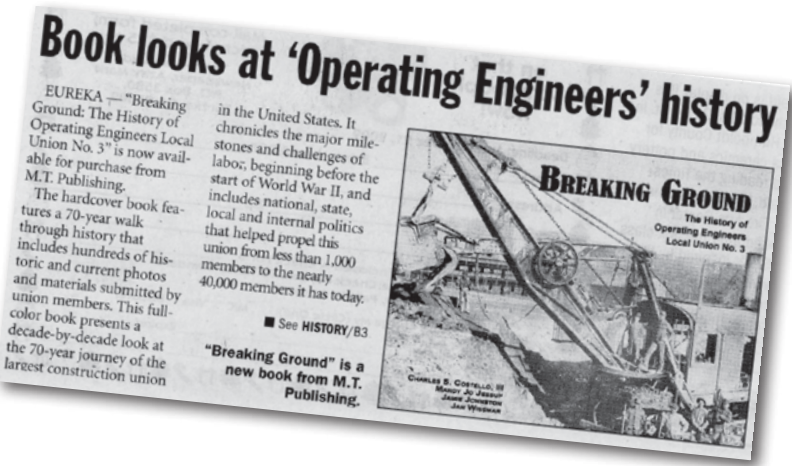
Local 3's 70-year history book, *Breaking Ground*, has done just that, as newspapers nationwide began featuring it weeks after its publication, touting the book as "a decade-by-decade look at the extraordinary 70-year journey of the largest construction union in the United States. ... It chronicles the major milestones and challenges of labor, beginning before the start of World War II," said the *Hawaii Tribune-Herald*.

The *Roseville Press-Tribune* interviewed retirees Kenneth Bettis, Paul Yeoman and Bill Marshall from the Placer County area who "shared their stories as construction workers helping to build" local landmarks. The in-depth article stated "Local 3 members have worked on projects throughout Northern California, Northern Nevada, Hawaii and Utah," and quoted Marshall as saying his time in the union contributed to much of its history: "It was building history. You had a part of that history."

The book was also detailed in Granite Bay and Rocklin newspapers, as well as Eureka's *Times-Standard*: "The publication documents and preserves Local 3's rich history for the enjoyment of historians, current members and future generations."

National newspapers are not the only ones touting the book. The Local 3 membership has also responded. See a sampling of comments below:

"What a great job on the book. I received my copy yesterday and read it cover to cover. It shows the success of our union is tied directly to our involvement with politics. If we get involved, we will survive these trying times and prevent future problems like we now face. This book should be required reading for all apprentices. The common theme here is get involved in keeping our union strong." – Retiree Del Surette



"I enjoyed reading *Breaking Ground*. The chapter 1950s Internal Struggles was very well-handled." – Igor Robert Blake, Blake Brothers Company signatory owner

"I really enjoyed reading the 70th anniversary history book. Every retiree in this union could fill a book, but the book's information was nicely portrayed." – Retiree Ken Green

Further press coverage is scheduled, as area labor councils, labor centers and bookstores receive copies and showcase the book in events. Stay tuned for more details.

If you haven't picked up a copy yet, they are available at district offices and online at www.oe3.org. You may also use the order form below. All proceeds from the book go to the Operating Engineers Local 3 Scholarship Fund. Numbered commemorative editions are still available but are selling fast.

OPERATING ENGINEERS LOCAL 3 70TH ANNIVERSARY BOOK ORDER FORM

70TH ANNIVERSARY BOOK	Qty	Price	Total
Deluxe Standard Edition		\$42.50	
Postage and Handling: \$6.50 for the first book, \$4.00 for each additional book		\$6.50/ \$4.00	
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P.O. Box 6802
Evansville, IN 47719**

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Listen closely: Protecting your ears is very important

About 90 percent of retirees suffer some kind of hearing loss

Story and photos by Jamie Johnston, associate editor

Ron Cannedy, a Local 3 hearing-aid distributor, finds it odd that while many operators take steps to protect themselves on the job, they often forget about their ears.

“The ears are the last thing that we think about,” yet, “they’re the most important of all our senses,” he said. Deafness can isolate a person. Unless you know sign language, you often can’t communicate.

That’s what happens to Retiree Pat Carrick in large crowds. After operating rock crushers for 25 years, most of the time without ear protection, he now wears hearing aids in both ears, getting his first set about 19 years ago. Carrick says he can hear when he’s talking with someone one-on-one and there’s no loud background noises (it also helps when the person is looking at him and talking slowly), but when it comes to a crowded room with lots of people talking, he has problems.



Retiree Pat Carrick adjusts his hearing aid, which he’s worn for about 19 years.

“You get so damn tired of saying, ‘Huh? Huh? Huh?’” Sometimes he’ll just shut himself off, creating “a shell.” Nowadays, “I don’t gab like I used to.”

He believes “too many years running equipment” without ear protection is greatly responsible for his hearing problem. As with many retirees, when Carrick joined the union in 1963, the Occupational Safety and Health Administration (OSHA), which focuses on preventing work-related injuries, illnesses and deaths, was not yet established. It was formed later in 1971.

After rules were initiated and earplugs were regularly supplied at work, Carrick said it was a hard habit for some to get used to. Operators may have initially worn earplugs, but would take them out to talk with someone and forget to put them back in. Others still don’t wear them because they’re a “nuisance.” They think: “It’s [hearing loss] not going to happen to me,” said Carrick’s wife of 52 years, Sharon.

But the truth is, it can, and it probably will, said Cannedy. In the 20 years he’s been working with Local 3 members, he’s tested thousands of retirees for hearing loss, and of those, only five have shown no loss. He said about 90 percent of Local 3’s 12,000 retirees have some level of hearing loss. But that doesn’t mean active members are immune.

Twelve-year member Mark Arth is a welder/machinist still working in the industry, and he made an appointment with



Ron Cannedy, right, assesses 12-year member Mark Arth’s hearing with a set of headphones.

Safety vest: Check.
Hard hat: Check.
Safety glasses: Check.
Earplugs: ...

Cannedy in November. After the proper tests, Cannedy found the 48-year-old needed a set of hearing aids too.

“You can never be too young to be tested,” he said.

According to Cannedy, what often happens with Operating Engineers is the loud noises on a jobsite bruise the inner ear and cause nerve damage, resulting in the loss of high-frequency tones. This can lead to phonemic regression – a person can hear volume, but can’t make out clarity. They miss consonants, and the brain

starts to slowly forget the sound of phonics.

“They say, ‘I can’t hear you,’ but they mean ‘I can’t understand you,’” explained Cannedy.

For some members, admitting to hearing problems and wearing hearing aids can be embarrassing, but waiting to get your hearing checked only makes things worse. “The average person waits 10 years before coming in,” said Cannedy, and sometimes by then, their brain has forgotten how words really sound.

Thankfully, Local 3 offers great hearing-aid benefits for members and their spouses.

One call to Hearing Care Plan at (800) 322-4327 schedules an appointment for a free/no-obligation hearing evaluation and hearing-aid fitting, if necessary, at your most conveniently located district hall. They handle all the paperwork.



Hearing aids come in all shapes and sizes. Note: The same hearing aid works differently for each individual.

- The Hearing Care Plan offers three rates on hearing aids:
- Standard, digital, any-style, hearing aid: No copay
 - Advanced, digital, any-style hearing aid: \$450 copay per hearing aid
 - Premium, digital, any-style hearing aid: \$900 copay per hearing aid

(All include a four-year warranty and two-year insurance against loss)

Cannedy said the plan offers an average of \$1,500 less on hearing aids than retail. “Ninety-nine percent of the people get two.”

For those who don’t want to drive to their district office, Local 3 signed a contract last year with HearPO, a nationwide network of hearing-care professionals that allows members to shop distributors online and go where they please. Local 3’s plan covers \$1,350 per hearing aid, per ear, every four years. For more information about HearPO and licensed providers, call (888) HEARING, or (888) 432-7464.

To check your eligibility or to get more information regarding either benefit, call the Trust Fund Office at (800) 251-5014 or the Fringe Benefits Service Center at (800) 532-2105.

“To enjoy your retirement years, protect your ears,” Cannedy stresses. “No matter how uncomfortable they are, wear your earplugs.”

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. Please notify the office immediately if your item has been sold. Business-related offerings are not eligible for inclusion in Swap Shop. *Engineers News* reserves the right to edit ads. Deadline 1st of the month. Limit two ads per issue.

To place an ad, type or print legibly and mail to:

Operating Engineers
Local Union No. 3
3920 Lennane Dr.
Sacramento, CA 95834
ATTN: Swap Shop*
(916) 993-2047, ext. 2506

Or fax ads to: Swap Shop
(916) 419-3487

Or e-mail to:
jjohnston@oe3.org

*All ads must include Member Registration Number or ad will not appear.

FOR SALE: A 2002 Kawasaki 650 KLR dual sport. New motor. Never been motor crossed. Extras. \$3,000. (916) 955-7878. Reg# 2106364.

FOR SALE: A 2002 Dolphin LX motorhome, 36 feet, two slides. Work horse chassi, 8.1 Chevy, fully loaded. Only 35,000 miles. Allison transmission. Dark cherry wood interior, leather seats. Beautiful condition. Must see to appreciate. \$70,000 OBO. Contact Robert at (408) 828-8347. Reg# 1392003.

FOR SALE: Antique (early 1900) W.F. and John Barnes 18-inch engine lathe. Pictures of what it looks similar to can be seen at www.lathes.co.uk/barnes/page4.html. Still works good. \$2,500 OBO. Call (530) 520-4103. Reg# 1189114.

FOR SALE: A 30-foot Vintage 1961 Norwalk Cruiser. Twin Chrysler straight six engines with two velvet trans; all Mahogany wood; sleeps six; electric head and sink; two-burner stove; refrigerator and sink; two canopy back windows and sides; electric anchor wrench; auto starter for 110v generator. All original parts. Contact Dan at (209) 470-7029. Reg# 1774822.

FOR SALE: Sullivan brand blocking chute, all steel construction. Excellent condition. Also a show box with some supplies. Will sell separately. Blocking chute: \$400. Show box: \$300. Call Paul at (209) 499-2026. Reg# 2193846.

FOR SALE: A 1999 Harley Davidson Ultra Classic. Fuel injection, 26,000 miles. Mint condition. XM, iPod, GPS. Black leather covers. Stage

1. Professionally maintained. \$12,000 OBO. Call (415) 760-6013. Reg# 1764307.

FOR SALE: Baja getaway – 600 square feet, Palapa, solar power, turn key on large, palm-treed leased lot near the beach. Great fishing and diving. Small, friendly village. \$15,000 or \$18,000 with 2004 Polaris ATV. For more information, e-mail connierodriguez@yahoo.com. Reg# 1006711.

FOR SALE: Chocolate Labrador Retriever born Dec. 5. AKC registered. Both parents are OFA certified. Dew claws removed, first set of shots and vet checked. All puppies are family raised in a loving environment. The puppies have champion hunting bloodlines and wonderful temperaments. Starting at \$700 each. Call (775) 762-2903. Reg# 2573819.

FOR SALE: Reduced price for timeshare in Cancun – 2 bed/2 bath, can be split. On the water. Year-round use. Gold Membership, first one on “Hotel Zone” from the airport. Part of the Westin Hotel. Exchange for other properties for versatile travel. Shuttles available to nearby tourist attractions, like the ancient Mayan Ruins. Restaurant and gift shop. Value of timeshare: \$22,250; I’m selling for \$5,000 OBO. Call (714) 624-4641 or e-mail loretta4art@msn.com. Reg# 0868839.

WANTED: Old car body, ’30s or ’40s coupe body to build replica of 1950s -era Jalopy race car. Just want the body, firewall back. Any make. Rust, dents perfectly OK. Winnemucca, Nev. (775) 623-6924. Reg# 1500057.

FOR SALE: Condo in Kailua Kona, Hawaii; 1 bed/1 bath, plus bonus room, with washer, dryer and extra storage. Tile floors. Dishwasher, AC, ceiling fans, refrigerator. Short walking distance to downtown Kona and Pier. \$179,000. (408) 888-1414. Reg# 1137643.

FOR SALE: Backhoe Case 1975 580B. Good condition, 90 percent rubber, 6,000 hours on meter, 12-inch and 18-inch buckets, hyds all good. \$7,500. Call (530) 272-4497. Reg# 1054933.

FOR SALE: Four weekend package seats for the 2010 Nascar Nextel Cup Series race at the Las Vegas Motor Speedway. Package includes four seats to Friday’s Qualifying, Saturday’s Nationwide Series race and Sunday’s Nextel Cup Series race. Seats are in an excellent location: Section 2F-BLU row 41. Race dates are Feb. 26, 27 and 28. \$217.50 per seat (face value). Call Tony at (650) 728-5940. Reg# 2294922.

FOR SALE: A 2007 Ford Ranger FX4 – four-door extended cab; 6-foot bed; off-road package; 4.0 liter V6, 207 HP, automatic; limited slip rear axle; 5,200-pounds towing package; Sirius radio; 60,000 power train warranty; tachometer; tire pressure monitoring system; fog lights; anti-theft system; privacy glass; tags paid through December 2010. Many extras. Excellent condition. 49,835 miles. \$19,800. Call (530) 921-0832 or (530) 436-0204 (evenings). Reg# 2646554.

FOR SALE: A 1985 18-foot Searay (seville) eight-passenger boat with trailer, 3.0 liter Chevy engine OMC inboard/outboard, extra prop. Has a new battery, trailer tires, AM/FM/CD and lifejackets. Runs good and is good on gas. \$3,500 OBO. Call (510) 409-1485. Reg# 2031721.

WANTED: Antique bottles. Paying up to \$500 for embossed whiskey and bitters bottles. Also want other antique bottles, and buying old match book collections and casino chips. Will give operators free appraisals on antique bottles. Call (707) 542-6438. Reg# 1025301.

WANTED: Ultralight aircraft, kits, bent, broken or parts. Call Charlie at (707) 338-6256 or e-mail cmakiva@comcast.net. Reg# 1166637.

FOR SALE: Mobile home – 2 bed/2 bath, laundry area, storage shed. Deck and carport has awnings. Has siding and skirting. Composition roof. Adult park, 55+. Pool, clubhouse. Needs to be sold. Make offer. (209) 365-0768. Reg# 1054983.

FOR SALE: A 1986 Ford L-8000 diesel 10-wheel, 18-foot Kirby Feed mixer body and Eaton scales. \$6,000. Also: Massey Ferguson 1100 six-cylinder diesel 100 horsepower 3-pt power adjust rear rims. All new electrical. \$2,200. Will trade up, down, or even for articulating front end loader. Call (775) 623-4353. Reg# 2548805.

FOR SALE: A 1997 Cab over Camper Weekender 1010, 11-foot bed, 9-foot overhang. New mattress, rubber roof, no leaks. \$7,500 (paid \$26,000). Excellent condition. Also: A 1965 CJ5 Jeep. Needs some work. \$1,200 OBO. Call (209) 736-0704 or (209) 663-5056. Ask for Gary. Reg# 2123401.

FOR SALE: A 1998 Ford 10-wheeler with 3406 Cat engine (C-12), 236,000 original miles. Truck has a heavy rock box with Henderson suspension, dual frame, Eaton tran. Runs excellent. All power, 99.9 percent on all eight tires. Front has 92 percent use left, with 20,000 front axle.

Reduced price of \$35,000. Truck is almost new. Call (559) 760-4888 or (559) 645-5924. Reg# 1733311.

FOR SALE: An AL-120 unloader. Fits tailgate of dump truck. Used for filling trenches, curb paving or pot holes. Never used. Paid \$9,000; will take \$2,500, or make offer and it’s yours. Will let go with 1998 dump truck. Auger Fed, Briggs Stratton engine, has all parts. Call (559) 760-4888 or (559) 645-5924. Reg# 1733311.

FOR SALE: Retired mechanic has Macsimizer mac tool box with snap on tools and mac tools. There are many items; can’t list them all. Call (209) 357-8372 or (209) 985-4882. Reg# 1965693.

FOR SALE: Timeshare condo on Maui in town of Kihei (west side of Maui). April 2-16. Recently remodeled 1 bed/2 bath, sleeps six. Condo is on beachfront property. Swimming pool, spa, weight room, tennis courts, putting green. Comparable units selling for \$20,000-\$24,000. Call (530) 224-9967 for asking price and other information. Visit www.mauisunset.com to view the property. Reg# 1989890.

FOR SALE: A 1997 Cat 426c, 8,296 hours. \$30,000 OBO. Only one owner/operator. Cab, heater, ac, 4wd, clam, extend-a-hoe, 4ea quick change Wain Roy buckets (12-, 18-, 24- and 36-inch, smooth edge). Tires 75 percent. Brakes done two years ago. Oil changed every 500 hours. Greased every eight hours. Bushings very tight. No leaks. Works like new. Will sell backhoe separately. Call (408) 221-7330 or (408) 730-9160. Reg# 1235511.

FOR SALE: A 1988 International bobtail dump dt466, 32,000 gvw, air brakes, 10 speed. 181,313 miles. \$8,000 OBO. Also: A 1997 Towmaster T20 trailer 25,900 gvw, air brakes. \$5,000 OBO. Call (408) 221-7330 or (408) 730-9160. Reg# 1235511.

FOR SALE: Work boots – made in USA by White Boot Co., Spokane. Black leather. Lineman style – 10-inch shaft, tongue guards. Size 8 men = size 10 women. As new. \$350. (707) 887-1244. Reg# 2018324.

FOR SALE: Grade checker – level with leather case, rod, paint, new suede tool bag. All for \$75 OBO from apprentice. (707) 887-1244. Reg# 2018324.

FOR SALE: A 1990 FJ 1200 Yamaha motorcycle. Looks and runs very good. Blue book is \$2,700. I’m asking \$1,500 firm. Also: Tires and wheels from DH Dodge ¾ ton. Michelin LTX 10 Ply 265

70 17, brushed aluminum wheels, eight lug, 17-by-18. Like new. \$500. Call (510) 734-0294. Reg# 2299640.

FOR SALE: 2001 Itasca Sunrise, 30-feet, 1 slide, Vortec V8, two roof air, 60,000 miles. Runs strong. Also: A 2004 Jeep Wrangler Sport tow vehicle, with tow cover. Jeep is set up with Roadmaster braking system off of Motorhome while being towed. \$44,000. (530) 273-3891. Reg# 2253924.

FOR SALE: 21-foot 1988 Marlin Cruiser on a Hawkins trailer. Radar-chart plotter, depth finder. CB and VHF radios. Two electric downriggers and crab pot puller. 4:3 Merc V-6 engine. Brand new down drive and shifting unit. \$6,500 OBO. (707) 725-5334 evening. Reg# 0939694.

FOR SALE: 2001 Dodge Ram sport dually, 5.9 diesel engine superchip, extra gauges, towing package, chrome nerf bars. Very good condition, 84,000 miles. \$14,000 OBO. Call (209) 772-9426 or (209) 772-0851. Reg# 1051452.

FOR SALE: Custom-built, 3 bed/2 bath home in Kingman, Ariz. Half-acre lot with block walls, RV parking and hook-ups, concrete driveways, rock landscape with some trees and a drip system front and back. Ceiling fan in each room. Gas or wood fireplace. Never been used. Home is like new. \$259,000. (928) 681-3683. Reg# 1133428.

FOR SALE: Project truck; 1956 Ford F-350, Dually, stake-side flatbed. Stored for several years. Current in-truck engine has cracked block. Have spare re-buildable engine. \$2,500 OBO. (925) 439-7646. Reg# 1355484.

FOR SALE: 2007 Case 580 Super M 4-by-4. Cab with air, ride control, quick coupler. Has 1,500 hours. Also: A 2002 International 466 bobtail dump truck, 29,000 GBW. Has 37,000 miles. Also: A 2003 Millennium trailer tag-along. 20+5. New brakes. All three: \$86,500. Call (510) 918-3880. Reg# 1858296.

FOR SALE: 2002 Fourwinds 5000 – 28-foot, fully self-contained Ford E450 HD Chassis Triton 10-cyl engine, six new all-season tires, 24,500 miles, queen bed, onan 4000 genset, new carpet, awning, full-vehicle cover. Sleeps eight. \$26,995 OBO. (530) 514-4891 or gramped@digitalpath.net. Reg# 2204741.

FOR SALE: 1994 Southwind 32-foot basement-model Class A motorhome. 30,000 miles, excellent condition. \$16,000 OBO. Will trade for property. (916) 381-8007. Reg# 1171929.

The walk continues

For the eight members who have been on strike against Road Machinery since Sept. 15, 2009, it's been a long walk. But for anti-union Road Machinery, it's been even longer. The shop in West Sacramento is a graveyard. There's been talk of repossessed Road Machinery service trucks and decreasing sales volume. To date, Road Machinery refuses to bargain with the union. Several

communitywide rallies in front of the building in West Sacramento along with hand-billing in the Fresno and Redding locations have made their mark. Local 3 is getting the word out and getting support from area politicians, labor organizations and the community at large. However, the strikers themselves have something to say to the membership. See their letter below:

An open letter to the members of Local 3:

We are the Local 3 members and also the strikers who used to work for Road Machinery and currently walk the picket lines daily. We wish to thank the entire membership of Local 3 for their support. Before we took our final strike vote and walked out almost 20 weeks ago [Sept. 15, 2009], Local 3 assured us they would back our efforts 110 percent. It has turned out to be more like 1,000 percent.

- * Countless Local 3 volunteer members have supported us on strike lines in Sacramento, Redding, Fresno and Bakersfield.*
 - * The membership's huge outpouring of generosity resulted in Christmas donations of more than \$5,000 for our families ... it really made the difference and personifies the true meaning of the words "brotherhood" and "sisterhood."*
 - * Business Manager Russ Burns and the officers repeatedly visit the lines, and we are assured of their commitment and dedication. There is "no backup" in Burns.*
 - * Each day, dark to dark, for 12 hours or more, we're fighting for our contract by withholding our labor ... our ultimate weapon. Each day, Local 3 staff stands by our sides with countless acts – not just words – of support and encouragement.*
- Our heartfelt thanks to all of you, the members of Local 3. An injury to one is an injury to all, and we will never forget.*

*Signed,
The Strikers of Road Machinery
Robert "Shane" Walthers
Rodney "Rod" Hill
Engelberto "Angel" Hernandez
Douglas "Marty" Davis*

*Reginald "Reggie" Stepney
Mark Matney
Nicholas Metcalf
John Stahl*

These strikers gained international recognition, literally, as the International Union of Operating Engineers (IUOE) President Vincent Giblin has supported Local 3 all the way, especially by helping coordinate a recent trip to the Association of Leaders in the Equipment Distribution (AED) Summit Convention and CONDEX in San Antonio, Texas this January. Houston's Local 450 Business Rep. Freddy Swift is operating under the guidance of IUOE Regional Director and Local 450's International Supervisor Mike Wall and IUOE Southern Region Rep. Bobby Brown and, with their support, Local 3 and the Road Machinery strikers hand-billed the event, which was attended by many construction equipment dealers, including event sponsor Komatsu. Road Machinery CEO Dennis Romanson sits on the

AED's Board of Directors, and our presence at the event and our message about the plight of the strikers and Road Machinery's refusal to treat them fairly made a huge splash and let everyone know: When the Operating Engineers take on a fight, they don't stop until they win. We thank the IUOE and Local 450 for their support. Stay tuned for more details and photos from the event.

In the meantime, consider lacing up your tennis shoes and walking the line with the Road Machinery strikers at the company's West Sacramento location, 3650 Seaport Blvd. While you're in the field, if you see any service work being done by Road Machinery or any other non-union company, please call your district office immediately.