

OPERATING ENGINEERS LOCAL UNION NO. 3

ENGINEERS

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MEMORIALIZIZING THOSE WHO SERVED

Members share stories of their service in the Seabees





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For The Good & Welfare

By Russ Burns, business manager

Jobs, jobs, jobs

Brothers and sisters, it was good to see so many of you at this last Semi-Annual. Despite the tough economic conditions we're all dealing with, I saw a lot of people enjoying themselves and the good food. The general mood seemed one of hope and camaraderie. This month, I want to touch on those two things.

Every day, I get calls and e-mails from you about jobs: "Russ, what are you doing about jobs?" "What's the latest with the work picture?" "When are we going to get more jobs?"

Jobs are No. 1 on everyone's mind. I understand that, and I want to be clear: This administration is doing everything possible to get you back to work. A day doesn't go by when we're not personally working on your behalf in an effort to create job opportunities. Those efforts include working on getting as many Project Labor Agreements (PLAs) signed on city and county projects as possible. PLAs are extremely important because they level the playing field for our signatory contractors trying to bid on city and county projects. In addition, at the state and federal level, we continue to put pressure on our representatives on your behalf, and these efforts are not unrewarded. During the past few months, labor scored some big victories with the one-year, \$20 billion reauthorization of the highway trust fund to keep infrastructure spending a top priority across the country. The House of Representatives passed the Jobs for Main Street Act of 2010, which redirects \$75 billion in Troubled Asset Relief Program (TARP) savings to fund infrastructure and invest in job-creation, a direct result of our lobbying efforts. While this bill has not yet passed the Senate in its entirety, the Senate has its own group of jobs bills that passed, such as the Hiring Incentives to Restore Employment Act, which expands the Build America Bonds program to help state and local governments secure funding for infrastructure projects and contains a whole host of unemployment benefits and extensions.

Infrastructure within airports also received a big chunk of change (millions) from the Federal Aviation Administration (FAA) for new airports, runways, expansions, etc.

While these bills are top-dollar promises, I know you may be tired of reading about things passing with little to no effect on your personal situation.

This is where the hope comes in. We must focus on and manipulate government from the top to reap the rewards at the bottom. The trickle effect does not happen overnight, but rest assured: *It will happen*. While we cannot control the timeline of these funds coming to actual fruition, we can control our attitudes. We can control our active involvement in politics by registering to vote and then voting for the candidates and initiatives Local 3 has researched to further our cause. For a list of these endorsements and election and voter-registration deadlines, see pages 4 and 5 in this edition, or go online to www.oe3.org for up-to-the-minute news about politics.

The worst thing we can do as a union is get cynical and critical when the going gets tough. All we have is each other in times like this, and as Master Agreement negotiations start this month, that togetherness is more important than you could ever imagine, which brings me to camaraderie. This union exists only because of the member next to you, and the member next to him and the member next to her. We are only as powerful as how many of us stand together. Evidence of this power can be found on page 18 in this edition, where we highlight our victory in getting what we asked for from Road Machinery, the parts shop we'd been on strike against for more than six months. We won that battle because we stood together, and as these negotiations happen, we will only get what we want at the table when we do the same. Please call your district office to learn how you can get involved in our new and successful Fair Industry Strike Training (FIST) meetings and other political and jurisdictional job actions. Rallies, meetings, trainings and conferences are going on all the time about and for labor and the creation of jobs. There are more ways than I can count for you to get involved.

A major job coming down the pipe (no pun intended) this summer is the Ruby Pipeline job, a 42-inch main line, which will cross Utah and Nevada and employ about 1,000 operators. While training for this kind of work ended in March, call your district office to see if there is enough interest and if you qualify for more training.

In closing, please think about hope and your union during these difficult times. Let our victory with Road Machinery be an example of the power in numbers.

Operators' 'art' displayed at Smithsonian

The Smithsonian American Art Museum houses the work of some of the greatest artists in the country, and now, some by Local 3 operators.

In April, a collection of photographs, drawings and film documenting the construction of the infamous "Running Fence" project in the Bay Area was put on display at the Washington, D.C. museum. The brainchild of artists Christo and Jeanne-Claude, Local 3 operators went to work on the fence in 1976. The exhibit, "Christo and Jeanne-Claude: Remembering the Running Fence," is scheduled to run through Sept. 26, when, according to the *Press-Democrat*, which broke the news, the museum hopes to take the show on the road "from sea to sea."

The project was a 24-mile, 18-foot-tall wall of white, nylon fabric built across 59 ranches in Sonoma and Marin counties, north of San Francisco, and eventually dropped into the Pacific Ocean. The project took 42 months from the planning stages to completion, yet it only remained standing for two weeks. The project used 240,000 square yards of fabric, 90 miles of steel cable, 2,050 steel poles, 350,000 hooks and 13,000 earth anchors. Besides its size, the project's public involvement also garnered lots of media attention: It required the first Environmental Impact Report (EIR) for a work of art.

To check out our operators' masterpiece online, visit Local 3's Web site at www.oe3.org, and click on the link "Running Fence."



Former member "Angie" Anello Angelo outlines a day's work on the fence project.
Christo and Jeanne-Claude, *Running Fence*, Sonoma and Marin counties, Calif. 1972-76
Photograph by Wolfgang Volz, April 29-Aug. 20, 1976, ©Christo
Smithsonian American Art Museum



Christo and Jeanne-Claude, *Running Fence*, Sonoma and Marin counties, Calif. 1972-76. © 1976 Christo
Photograph by Jeanne-Claude, 1976
Smithsonian American Art Museum, gift of Christo and Jeanne-Claude

Talking Points

By Fred Herschbach, president



Be self-reliant

It was great to see all the Local 3 brothers and sisters at the last Semi-Annual. It was a good meeting with a big turnout, and everyone seemed to enjoy themselves. I saw a lot of old friends sharing old memories (a few war stories and tall tales too!). Thanks for making it a good one.

At the time of this writing, it looks like some type of health-care reform is going to take place. Just like anything else, there are pros and cons, but for the most part, it is a positive direction for our country and something to build from. For us directly, only time will tell how it will affect our Health and Welfare Trust Funds. It will probably not impact us too greatly in the short term, but in the long-term, it should be a positive change. There is no question that this country's health-care industry needs serious reform, and there is no question that our organization needs some relief from rising health-care costs. Yet even with this new reform, changes won't happen overnight. Therefore, we must be self-reliant as we have been for more than 70 years. We can't sit back and wait for others to help us. For example, your Local 3 Trustees constantly monitor every fund and make corrections and adjustments as needed. There's plenty of room to improve, and we're doing all we can to make those improvements possible. Obviously, all of our funds will improve as work hours increase. But just as I mentioned before, we're not sitting around waiting for that to happen. Business Manager Russ Burns, the other officers, district reps. and I constantly stay in touch with politicians about legislation, funding and possible jobs that impact our back pockets. We also protest ludicrous bids and attend city council meetings to secure work for our members. We put Local 3 out there so the public and the politicians can recognize just how serious we are and just how powerful this organization is. It's a constant battle, but we will prevail.

Regarding the future of our work, I recently attended Utah's apprenticeship graduation and watched 22 new journey-level operators move up the ranks. For more coverage and photos of this event, please see page 32. We had a great turnout, and this group of fine

operators has made a commitment to be career Operating Engineers. It is especially important to note their achievements, because Utah is a right-to-work state, meaning our members aren't obligated to belong to a union to work for signatory employers. They belong to Local 3 because they want to belong. That speaks volumes about their commitment. Local 3 congratulates them and thanks them for being an example to us all.

More on gratitude: At former business manager Tom Stapleton's memorial held in March, quite a few speakers commemorated his achievements by explaining how much he impacted their lives and careers. This made me think about the people who've influenced me throughout the course of my career. Therefore, I would like to take this opportunity to thank those folks: First, I want to thank my dad for giving me my work ethic; I want to thank 71-year member Norman B. Houge (who has since passed away) for giving me an opportunity to become a union member and allowing me to grow and prosper within the union; I want to thank 56-year member Don Tucker Sr. for helping me develop into a skilled Operating Engineer – something I would never have become without his willingness to share his skills and knowledge with me; I want to thank 49-year member Don Lindland, whom I worked with for many years, for showing me you can work hard and have fun doing it; and I would like to thank 47-year member Don Incardona, who gave me the opportunity to represent this membership first as an agent, then as a district representative, a Trustee and now president. I looked up to Don to show me the right way to represent the members, negotiate contracts and simply do the right thing. These are just a few of the men who have had a huge influence on my career. There are lots more, pages of brothers and sisters, in fact, who have helped steer me in the right direction. Hopefully, I haven't let them down and will continue to do the right thing. If not, I'm sure they will not be shy about getting me back on course!

Remember: You never know who is watching and learning from you. It's never too late to positively impact someone's life.



Political Perspective

By Mark Kyle, director of government affairs
and public relations

Get ready to get out the vote

Election time is bearing down upon us earlier than usual this year. The Primary Election is on June 8 in California and Nevada and on June 22 in Utah. With a Special Election in Hawaii happening this month (see details below), it's never too early to *register to vote* and then *make sure to vote for the candidates we've endorsed*. Our District Political Action Committees (PACs) have been interviewing candidates and sizing up ballot initiatives. Their recommendations on state and local races – by district – are listed at right along with statewide races – like governor, U.S. Senate and ballot initiatives.

For more information on voter registration, the June primary and Local 3 endorsements, go to our Web site at www.oe3.org. See below for a political rundown of what's ahead in each state within Local 3's jurisdiction.

- **HAWAII: *Special Election, mail-in deadline May 22***

For those members in Hawaii, you all know by now that former congressman and Local 3 supporter Neil Abercrombie resigned from Congress so he could campaign full-time for governor. His vacant seat in Congressional District (CD) 01 is now open. Local 3 has endorsed its longtime friend in the state legislature – State Senator Colleen Hanabusa.

This race is unusual in that it's exclusively a mail-in ballot election. Ballots will be mailed out to registered voters in CD 01 this month. Voters have until May 22 to get those ballots back into the state elections office. Don't delay – fill out that ballot and mail it back today!

For more information about the Special Election, our endorsed candidate Senator Hanabusa and the mail-in ballot, go to our Web site, www.oe3.org.

- ***Hawaii's Primary Election***

Hawaii's regular Primary Election is not until September. Look for more information in the news and online in the coming months.

- **CALIFORNIA: *Primary Election, June 8***

Make sure you are registered to vote. If you can't remember, re-register. It's quick and easy. You can pick up a voter registration form at the dispatch window next time you visit your district office. The deadline for registering to vote is May 24, so don't delay. Do it today!

- **NEVADA: *Primary Election, June 8***

The Nevada staff and District PAC have been busy figuring out endorsements for races that include U.S. Senate, governor, state attorney general, state Senate and Assembly races, along with local races and statewide ballot initiatives, listed at right. Don't forget: The Nevada deadline for registering to vote is May 8. Register to vote if you've moved, haven't voted in awhile or just aren't sure if you're registered. For more information on voter registration, the Nevada races and our endorsements, go to our Web site at www.oe3.org.

- **UTAH: *Primary Election, June 22***

There are a whole host of races going on throughout Utah in this primary, but because the election is later in the month, many endorsements have not been made at the time of this writing. Please go to our Web site, www.oe3.org, and stay tuned for June's issue of the *Engineers News* for up-to-date information and endorsements. In the meantime, make sure you and your family members are registered to vote. The last day to do so is May 24.

FOR ALL MEMBERS: Consider volunteering some time during the election season. Not only will you learn more about how Local 3 fights for your rights in the legislative and political arena, but you'll help make a difference. Politics equals jobs – good-paying jobs with benefits. Volunteering can help make a difference at the workplace for you and your family members in years to come. Contact your local district office to find out how you can participate.

ELECTION RECOMMENDATIONS

You must be a member of Operating Engineers Local Union No. 3 to view these recommendations online. View the recommendations for your district and state on our member's only website.

[Click here to login to your member account.](#)

Not registered yet?

[Click here to register on our member's only website.](#)



MOVING IN A NEW DIRECTION

Diamond interchange first of its kind in Utah

Story and photos by Dominique Beilke, art director

During the last 10 years, northern Utah County has experienced tremendous growth, and as population expands, so do safety concerns. In January 2009, Kiewit and W.W. Clyde joined together as a joint venture and began work on the \$172 million Pioneer Crossing project, which includes a new, east-west connector from American Fork to Saratoga Springs. The project will address current and future transportation needs for the growing population and improve safety for travelers by managing them more effectively.

The six-mile-long expressway will include a new, five-lane highway, an I-15 diverging diamond interchange and a 60-inch water main from Saratoga Springs to Lehi.

The diverging diamond interchange is the only one of its kind in Utah and only the second one built in the United States. The interchange criss-crosses over the freeway with two signals, streamlining traffic flow on and off the freeway to improve safety. Safety is also improved with the bridge decks built away from traffic and then moved into place. Members such as Tyson Allen with subcontractor Mountain Crane set the bridge beams at the offsite location, called a bridge farm. The first of these was completed and moved into place in October.

Beyond its safety improvements, the project has been a blessing for members like Keith Adams and Steve Devey (some of the 60-person crew currently employed on the project) who worked through the winter season, an unusual feat in these trying economic times.

“Working in the winter ... kept my family fed,” said Adams. “It is fast-paced with no room for errors.”

The project will employ more than 50 members until it is completed in August.



Kiewit/W.W. Clyde
Finish Grade Foreman
Randy Thackeray.



Grievance Committee
member Gordon
Purcell operates a
dozer on the Pioneer
Crossing project.



Twelve-year member
Brandon Atkinson
operates a blade for
Kiewit/W.W. Clyde.



From left: Keith Adams and Steve Devey
work for Kiewit/W.W. Clyde.



Working for Mountain
Crane, Tyson Allen sets
beams with a 230-ton
crane for the Pioneer
Crossing bridge deck
(pictured at left).



Kiewit/W.W. Clyde
Foreman CC Delrio.



Fifteen-year member
Cory Mortenson works
as a mechanic for
Kiewit/W.W. Clyde.



News & Notes

By Dan Reding, financial secretary

Health-care reform: Time will tell

I recently attended the memorial service of former business manager Tom Stapleton, as did several Local 3 staff members and friends. The service was held in his hometown of Petaluma, Calif. I would guess that 300-plus people came to pay their respects. There were many stories shared about Tom, and you quickly realized how much he has done for organized labor. I personally know that Tom was a great source of information and guidance for us when we took office. International Union of Operating Engineers (IUOE) General President Vincent Giblin flew all the way from the East Coast to give a testimony at the service of what Tom meant to him and the 400,000-plus Operating Engineers across the country, then he got on a plane and flew home the same day, all out of respect for Tom, who will be greatly missed.

At the time this goes to press, we will be just a few days away from negotiations regarding our Master Agreement. Hopefully, by the end of this month, we will be done or very close to done. I admit, that's very positive thinking considering the economic times we are in with takeaways and the fact that employers are hinting at cuts. We know we need a good increase just to cover the fringes alone, so this will be a hard-fought battle. We also know we have to address our Pension due to losses in 2008 and what's required by law under the Pension Protection Act. In the meantime, health-care costs continue to increase at an alarming rate. We need 65 cents this year alone for health care, because of rising costs and the downturn in work hours. If our health care continues to increase 10 percent or more a year, we are looking at this type of increase – or more – each year under our current system. In addition, we have the same politicians who did nothing about health care for the past eight years and now oppose any type of health-care reform. Their mindset continues to be, "Let's do the same thing we have been doing, and things will change." When are these people going to realize that things aren't going to change on their own?

I question whether the recently passed health-care reform bill is the answer when I see reports that the five largest medical insurance companies made more than \$12 billion in profits in 2009 during the worst economy most of us have ever seen, and they did that by covering 2.7 million less people. Something is wrong with our system. Blue Cross executives are looking at raising rates 39 percent in some parts of California, just because they can. Why wouldn't they oppose reform when they have no regulations, can make record profits and cover less people? It's not too hard to see which politicians these insurance companies are supporting. They definitely don't want a change. (For politicians we endorse, see pages 4 and 5.)

Again, I don't know if the reform that's passed is the answer, but I do know we needed something different. We couldn't continue to let these insurance companies raise rates by 10 percent or more each year. If the new health-care reform bill does nothing more than stop the huge increases each year, that will be a huge victory for us. Time will tell.

Be safe.



Looking at Labor

By William Kalani Mahoe, treasurer

Rail route runs into issues but still on track to break ground

Aloha brothers and sisters of Local 3.

I would like to bring everyone up to speed on the Honolulu Rail Transit System. I am proud to say that an agreement has been made regarding the \$5.4 billion project, but unfortunately, a small part of the plan has run into some issues – literally. The route down Aolele Street through Ke'ehi Lagoon Park runs too close to the Honolulu International Airport and encroaches on an airspace buffer created to keep obstructions from affecting airplane operations. City Council members met with the Federal Aviation Administration (FAA) in March to discuss how to fix the problem. Possible solutions include either moving the rail line or altering the runway. If changes are made to the route, the Environmental Impact Statement (EIS) will also change. Gov. Linda Lingle needs to approve a final EIS before construction begins.

This could mean a three- to six-month delay, but remember: This is only a small setback to the largest construction project ever built in the state of Hawaii, so we must stay strong. The work will come.

I would also like to give a small report on the University of Hawaii West Oahu campus. We recently received funding from the Senate and some private firms, so we should see work coming from that soon.

We need to stay strong and focused and look toward better times ahead together.



Dear Editor,

Really appreciated such a nice article on Kenneth Brockman [Engineers News, Health News, March 2010]. Sure hope he writes a book and makes it available to everyone. I am taking his advice on the pumpkin seeds and would appreciate more articles about his alternative medicine. I am a retired Operating Engineer, and after working so many years in the dirt, oil, gas and exhaust of heavy equipment, I appreciate all the healthy advice he has to offer. I hope you will write more articles like this, especially from this "Medicine Man." Thanks again for the great, uplifting article. My wife says articles like this make the paper worth reading! Thanks.

Leo Herrick
Reg# 1137643

Mr. Herrick: You're in luck. "MedicineMan" Kenneth Brockman mailed us a few more tips. You can find them in this edition on our Health News page.

The Editors

Dear Editor,

Road Machinery members: Happy day! It's so wonderful receiving the good news that the strike is over, and you have a new contract with union benefits and pensions, plus a wage increase. Keep up the good work. It's always a joy to hear from you.

Keep the faith, and keep on keeping on. Doing what's right today means no regrets tomorrow. There's a reason for your season. A good example has more value than advice.

Sincerely,
"Union Mom" Sarah Sandifer
(mother of Gladys Perry, Reg#2538112)

Letters to the Editor should be 200 or fewer words and are subject to editing. The use of offensive language and unsubstantiated, personal accusations will not be permitted. Letters must include your name and registration number.

To submit a letter by mail:
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Operating Engineers Local 3
3920 Lennane Drive
Sacramento, CA 95834

By fax: (916) 419-3487
By e-mail: newsletters@oe3.org



Public Employee News

By Don Dietrich, director

When we fight each other, we lose

I recently spent two days in Sacramento talking with legislators, Local 3 members and other union members about the lack of financial resources for all of us. It was very disheartening. We spent several hours arguing among ourselves about who is most deserving of what little resources there are. Public Employee unions claim we have done our share and suggest the legislators get the money from somewhere else. That essentially means talking to another labor organization for cuts.

I sat through one forum about the California budget. There were panelists from four different unions: A firefighter, a transit union representative and two different school employee association representatives. They each essentially stated that their service was more important than any other government service; they had already suffered enough cuts, and legislators should spare them from any further ones. Basically, they threw each other under the proverbial bus.

The real problem is not the employees or their benefits – it's a lack of revenue to pay for the services provided. If taxpayers are not willing to fund government services, they shouldn't get the services. When you start pitting public safety against education and social services, no one wins. When you start claiming that funding infrastructure repair should cease to fund transit operations, you are cutting your own throat. I fail to see how buses can operate without roads or light rail without tracks.

At any given moment of the day, any one service provider is the most important to the public. If you are being victimized, the police are the most important. If your house is burning to the ground, firefighters are critical. If raw sewage is gushing out in front of your house, you need the sewer crew. A rabid dog running through the neighborhood biting children demands animal control.

If you start pulling the threads of service from the blanket we call infrastructure, the whole community unravels. It takes tax dollars to fund government services. If our private industry doesn't work, it doesn't pay taxes. If there is no tax revenue, you can't fund services. Let's quit pitting one against the other. No one is any more important than anyone else.

It takes many players to make a team. If all you had was the best pitcher in the universe out on the field, and he struck out 26 of 27 batters and No. 27 hits one to the fence, the pitcher will lose the game. If there isn't an outfielder, an infielder or a catcher behind the plate, the batter could walk around the bases and make it home safely before the pitcher could run out to the ball and run back to the plate.

We need to jumpstart the economy. We need our construction brothers and sisters back to work building things. They are the tax base that funds government. Laying off or reducing the salaries of government workers has the same effect on the economy. If a working person cannot pay his or her bills or spend any money, there is a loss of revenue to pay for infrastructure construction.

Let's all work together. It shouldn't matter who you work for, what you contribute to the union or whether you work for the government or the private sector. We are better off if we all stick together.

Union musical chairs isn't the answer

By Rick Davis, business representative

I received a call the other day similar to several other calls I have received in the last couple of months. The call was from a public employee with a nearby school district who wanted to get out of her current union and become a member of OE3. I find these calls quite interesting. Employees do not like what they are told by their union, or the union has not been able to get the employees a raise, new benefits or concessions on a contract. Suddenly, it's time to go to a new union. My question to employees is: Do you really believe that a different union is going to get you what you want in this economic downturn?

I recently met with some county administrators who had just come from a statewide meeting. Some of the conversation at the meeting was about an unusual amount of de-certifications going on within different labor groups. I guess the "What have you done for me lately?" is raising its ugly head in these times of economic collapse, and union members think if they leave one union and go to another, everything will be better. I hate to rain on anybody's parade, but it just doesn't work that way. While some unions are better than other unions at representing employees, in these economic times, one union isn't going to get you something that another union could not.

Every labor person I talk to on a regular basis is telling me the biggest fight they have right now is keeping what they have and stopping city and county departments from implementing takeaway after takeaway. I am not talking about a little bit here and a little bit there – I am talking about some real significant cuts. In one case, it was a 15 percent pay reduction over the next two years with employees paying more of their health benefits and retirement contributions. The takeaways have run the gamut from two-tier retirement systems where new employees have a lesser retirement, to no retirement or no health insurance for new hires and less benefits for current employees. I have seen proposals for salary reductions, cuts in holidays and increases in employees' payments for health insurance and retirement. I have seen furloughs, layoffs, office closures and department cuts and closures. It will continue to be a dismal economic outlook. Changing your union is not going to change what is and has been happening.

I tell the people who call me that unless their union rep. doesn't get back to them, fails to represent them in a disciplinary action or is impossible to reach, the money and benefit issues are not changing with new representation. All union members need to take a step back and look at what they have: Paid vacations, paid sick time, overtime, holidays, holiday pay, comp time, stand-by, shift differential, equipment allowances, family sick leave, real retirement benefits and more. Those benefits didn't happen because city and county administrators are warm-hearted. Those benefits happened because a union and its representative negotiated those benefits over many years. Are things good right now? No. Would we union reps. like to be doing more for our members? You're damn right we would. We are not having a good time. However, this economic downturn will pass, and there will be better days; I just don't know when. We can all help change things by voting out every non-union politician currently in office, because they obviously have not done the job they were elected to do.

The upcoming elections and especially November's will be a start for all of us, so take advantage of it and get out and vote. Until things get better, hang in there. Remember: The grass isn't always greener. Holding on to what we have should be everyone's mission.

Negotiation navigation in the down economy

By Art Frolli, business representative

Navigating the uncharted waters of contract negotiations during a down economy can be quite a task. I realize how Christopher Columbus must have felt when his crew was on the verge of mutiny near the end of his journey. However, let us not forget Columbus was eventually successful. He may not have ended up where he wanted to be, but he charted new waters and discovered a new world not known to Europe before his journey.

I realize most municipalities rely on revenue from some form of taxation, fee or money to trickle down from the state or federal government. I also realize that not all municipalities are created equally, either by their own design or unforeseen circumstances. To determine where they may be in the following fiscal year, the first place to start is their finances. Next, it is important to determine how much cooperation can be expected from the municipality. Some are far more cooperative than others. Some will make it clear from the start that their intention is to “draw and quarter” you. With these employers, you will most likely end up with a short agreement and struggle to maintain your current salary and benefits. However, even in bad economic times, employers are generally concerned about their workforce. These municipalities may be financially strapped but willing to explore new frontiers in the hopes of opening routes of communication.

Cooperative, cash-strapped municipalities will generally consider accepting some or all of the following items in exchange for limited salary increases: Additional floating holidays; language that provides employee protections; expansion of comprehensive time banks; a multi-year contract that has been backloaded; and even binding arbitration for grievances and/or discipline. The addition of floating holidays in a contract provides employees with additional time off from work with pay for a day that they traditionally would have worked and received pay. This results in no additional salary cost to the municipality but does cause a loss in productivity. In cases with a small workforce, the employer may request additional

language limiting the number of employees who can be off work on a floating holiday during the same time period.

During poor economic times when many employers are downsizing their workforce, the members represented may elect to have contract language that provides job security rather than a salary increase. If you are the person next in line to be laid-off, a salary increase isn’t going to help you. Protective language includes the establishment of strict seniority guidelines; a rehiring list for individuals who are laid-off that retains all seniority; time accruals; and the restoration of any prior sick leave at the time of separation should the municipalities’ finances improve.

Comprehensive time banks are time off accrued by employees to be taken at a later date for overtime worked. These time banks are usually capped by the terms of the contract. Since employers pay for this time later rather than as the overtime is earned, they may be willing to expand the number of hours that can be kept in employee time banks.

Multi-year contracts have their upside and downside for both parties. None of us know what will occur in the economy over a period of years, nor do we know how these changes will affect the ability of the employer to pay and provide benefits. To enter into an extended contract, especially one in which many of the benefits occur during the last year of the contract, membership support is necessary. The upside of entering into a long-term agreement is that both sides know their obligations and expectations and can plan their finances accordingly. Should the employer desire any concessions while the Memorandum Of Understanding (MOU) is in effect, the membership would be bargaining from a stronger position than when the MOU expired.

Remember: Follow your compass, but don’t be afraid to change course should opportunity arise. It is better to negotiate a longer term contract with no monetary benefits than be imposed upon by the employer.

San Jose’s park rangers – a local legacy in jeopardy

By Bill Pope, business representative



Former Park Ranger Albert Valdivia at his badge ceremony.

For more than 30 years, the residents of San Jose have entrusted the park rangers with the care and preservation of San Jose’s local and natural history as well as the environmental education of their children. One of the most important aspects of a ranger’s duties is to teach our next generation about the importance of our

natural world. The image that immediately comes to mind is of a park ranger standing around a campfire with an audience of children.

Former San Jose Park Ranger Albert Valdivia has vivid memories of this. Valdivia grew up in Silicon Valley and participated in the San Jose Junior Park Ranger Program as a child. While in college, he worked at Almaden Lake Park as a part-time ranger and at Alum Rock Park’s Youth Science Institute. When he graduated, he was promoted to a full-time peace officer park ranger. But less than a year later, the city of San Jose issued pink-slips to all of its park rangers. The mayor and City Council later spared the program, but with the threat of the 2010-2011 budget crisis looming and a baby on the way, Valdivia needed to make a difficult decision. He worried that, as the ranger with the least seniority, he would face layoffs in 2010. This past month, Valdivia became a cadet and reluctantly left the park ranger profession for a more stable future with the Santa Clara County Sheriff’s Department.

Valdivia’s fears were well-founded. In spite of its dedication to the community, the San Jose Park Ranger Program narrowly escaped complete elimination from the 2009-2010 budget. But current budget proposals would eliminate nearly half of the San Jose park rangers, effectively eviscerating the program.



Park Ranger Wes Steen with two San Jose junior park rangers.

This proposal comes on the heels of two major events: The re-opening of Happy Hollow Park and Zoo and the mayor’s “green” initiative, which would add 100 miles of trails to San Jose. Already stretched too thin, the San Jose park rangers would not be able to effectively patrol five regional parks and hundreds of miles of trails with half of their force.

The mayor and City Council cannot balance the budget on the backs of public service and safety professionals like the San Jose park rangers. Further, if the mayor truly wants to make San Jose a “green” city, he must *add*, not eliminate, park rangers. For more information on the San Jose park rangers, please visit www.sanjoseparkranger.org.



Credit Union

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

Come grow with us

We invite you to come grow with us. Take advantage of all the benefits your union Credit Union has to offer. We believe in lasting relationships. Make Operating Engineers Federal Credit Union (OEFCU) the No. 1 banking choice for you and your family – keep it in the union family.

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- Free, automatic payroll deposit
- Savings accounts, share certificates, IRAs and money market accounts
- VISA credit cards
- Free, 24-hour access to your account via our Phone Activated Teller (PAT) and online banking services at www.oefcu.org, including online bill pay and eStatements
- Convenient mobile banking application for your cell phone with Internet access
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- Loans for boats, motorcycles and recreational vehicles
- Mortgage options: Fixed and adjustable rates, home equity loans and first and second trust deeds
- Free and low-cost financial counseling services with Balance, our financial fitness partner

A real-life member story:

"I just wanted to acknowledge Carrie and Tammy at the Auburn, Calif. branch office. I applied for a loan at their location. Carrie helped me from start to finish and handled the loan in one day! She was friendly, professional and patient through the whole process. It's always a pleasure to see them when I'm there."

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Retiree Post

RETIREE PICNIC

Don't forget to mark your calendars for the upcoming Retiree Picnic held at the Rancho Murieta Training Center (RMTTC) Saturday, June 5.

Come up Friday at noon and stay until noon Sunday, if you wish. There is plenty of parking for your self-contained motor homes and trailers. Local 3 will pick up the tab for this event. We'll see you there!



From left: Vice President Carl Goff and Business Manager Russ Burns serve lunch to the retirees and their guests.

ALL IN THE FAMILY

Marjorie Crittenden, wife of 57-year member Kay Crittenden and mother of 30-year member Spencer and 25-year member Scott Crittenden, is proud that her "boys" have a combined total of more than 100 years of membership in Local 3. She wrote *Engineers News* recently: "Kay is retired, but Spencer and Scott are still working and will continue to add years to Local 3!"



From left: Scott, Kay and Spencer Crittenden have more than 100 years of combined service in Local 3.

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 mmcmillen@oe3.org.



We're here to help
Fringe Benefits Service Center: (800) 532-2105
Trust Fund Office: (800) 251-5014

Fringe Benefits
By Charlie Warren, director

Retiree Meetings begin this month

We'd love to see all the retirees at the Retiree Association Meetings beginning May 4. It is a great opportunity to see folks you worked with and to share stories about how your retirement is going. Many say they would love to be back out there working – others say they don't miss it a bit!

We'll have coffee, juice and some good food to eat. In the old days, we'd only have doughnuts, but we're all trying to take better care of ourselves!

Our officers will report on the state of the union. You'll have the opportunity to "pick their brains" about how the union is doing, since they've got plenty of time for you. In fact, the officers are usually the last ones to leave!

The district representatives and agents will also attend and give a report about work in your area, a point of great interest to many.

Trust Fund Office representatives will share the latest news regarding any recent issues about your medical claims, proper filing, prescription coverage and vision and hearing-aid plans.

Credit Union representatives will bring you up to speed on the latest savings opportunities and loan programs.

We encourage you and your spouse to attend these important meetings. Check the schedule below, and put it on your calendar. Many of our retirees have said they like to share this information with their good buddies on Facebook!

CONCORD

Tuesday, May 4, 10 a.m.
Centre Concord
5298 Clayton Road

MODESTO

Tuesday, May 4, 10 a.m.
Tuolumne River Lodge
2429 River Road

FAIRFIELD

Tuesday, May 4, 2 p.m.
Veterans' Memorial Building
427 Main St.
Suisun City, CA

STOCKTON

Tuesday, May 4, 2 p.m.
Italian Athletic Club
3541 Cherryland Drive

AUBURN

Wednesday, May 5, 10 a.m.
Auburn Recreation Center –
Foothills Room
471 Maidu Drive

SACRAMENTO

Wednesday, May 5, 2 p.m.
Operating Engineers' Building
3920 Lennane Drive

FRESNO

Wednesday, May 5, 2 p.m.
Cedar Lanes
3131 N. Cedar

ROHNERT PARK

Thursday, May 6, 10 a.m.
Operating Engineers' Building
6225 State Farm Drive, Ste. 100

UKIAH

Thursday, May 6, 2 p.m.
Hampton Inn
1160 Airport Park Blvd.

OAKLAND

Tuesday, May 11, 10 a.m.
Oakland Zoo – Snow Building
9777 Golf Links Road

EUREKA

Tuesday, May 11, 2 p.m.
Best Western Bayshore Inn
3500 Broadway

WATSONVILLE

Wednesday, May 12, 10 a.m.
VFW Post 1716
1960 Freedom Blvd.
Freedom, CA

MORGAN HILL

Wednesday, May 12, 2 p.m.
Operating Engineers' Building
325 Digital Drive

REDDING Meeting & Potluck

Wednesday, May 12, 1:30 p.m.
Frontier Senior Center
2081 Frontier Trail
Anderson, CA

SAN FRANCISCO-SAN MATEO

Thursday, May 13, 2 p.m.
Transport Workers' Union Hall
1521 Rollins Road
Burlingame, CA

YUBA CITY

Thursday, May 13, 2 p.m.
Veterans' Memorial Center
211 17th St.
Marysville, CA

RENO

Wednesday, June 2, 2 p.m.
Operating Engineers' Building
1290 Corporate Blvd.

SALT LAKE CITY

Thursday, June 3, 2 p.m.
IBEW Hall
3400 W 2100 S

OAHU

Tuesday, June 8, 2 p.m.
Operating Engineers' Building
1075 Opakapaka St.
Kapolei, HI

KONA

Wednesday, June 9, 11 a.m.
King Kam Hotel
75-5660 Palani Road
Kailua-Kona, HI

MAUI

Thursday, June 10, 2 p.m.
Maui Beach Hotel
170 Kaahumanu Ave.
Kahului, HI

Medicare Q and A

What happens when I become eligible for Medicare?

Members and spouses covered with the Pensioned Operating Engineers Health and Welfare Trust Fund eligible for Medicare benefits must enroll in parts A and B of the Medicare Program. Failure to enroll will result in the plan denying any charges that would have been paid by Medicare, regardless of whether the eligible member or spouse has enrolled in the Medicare program. From the point the member or spouse becomes eligible for Medicare, the Pensioned Operating Engineers Health and Welfare Trust Fund becomes the secondary payer. This means Medicare will pay on the charges first, and the Trust Fund will pay the appropriate balance of covered charges.

Once you receive your Medicare card, mail a copy of it along with a request to be signed up for crossover billing to the Medical Claims Office. Crossover billing allows Medicare to automatically forward your medical claims to the Operating Engineers Claims Processing Office, once Medicare has paid its share. This means your claims get processed faster and with less paperwork for you and your doctors. Mail your request to: Pensioned Operating Engineers Trust Fund, P.O. Box 28415, Oakland, CA 94604, Attn: Leslie Kiloh.

Members and spouses eligible for Medicare benefits and on the Kaiser Plan must enroll in the Kaiser Senior Advantage Plan, if they wish to remain with Kaiser.

What if I have Medicare, but my spouse isn't old enough for Medicare?

If the spouse or member is not yet eligible for Medicare benefits, the plan will pay the appropriate portion of the covered expenses. As soon as the spouse or member becomes eligible to enroll for Medicare, they must do so or suffer the reduction in benefits described above.

Pension applicants: Take note

If you filed a Pension application and received the Pension award packet indicating your Pension effective date and payment option, retirement declaration, tax forms, etc. and then changed the date you wish to retire, you must notify the Pension Trust Fund in writing. You will need to advise the fund of your new Pension effective date before a new award packet with the proper Pension effective date can be issued to you.

Reminder: Pension applications are valid for one year and must be received at the Trust Fund Office no later than the end of the month prior to your Pension effective date. If your new Pension effective date is not within the one-year period, a new application is also required.

Nevada mine takes members 1,700 feet underground

Story and photos by Jamie Johnston, associate editor

Working is a treasure these days, so having a steady job with good pay and union benefits is like hitting the jackpot!

That's the case for the 1,350 people who work for Newmont Mining Corporation outside Elko, Nev. One of the four largest gold-mining companies in the world, Newmont's mining operations on the Carlin Trend seemingly never stop, rolling across (and under) about 20 miles of northeastern Nevada desert. While haul-truck drivers and heavy equipment operators work in the open-pit mines on the surface, a whole other crew gets down and dirty 1,700 feet *underground* in the company's first mine accessible by shaft, or elevator, called the Leeville Underground Mine.

The members who work here are the first to tell you that underground work isn't for everyone. Department Manager Joe Driscoll recalled a visit by a former U.S. president, when one of his secret service men panicked before taking an underground tour.

"You can't be claustrophobic," he said.

Yet, it's not as tight as one may think. And the precautions taken to ensure safety and productivity are second to none. That's one of the many benefits of being the only union mine in northeastern Nevada – Newmont sets the bar for mine safety and working conditions. Since the mine became signatory in 1965, Local 3 members have done everything from underground maintenance to above-ground processing. Newmont employs Local 3 haul-truck drivers, heavy equipment operators, mechanics and maintenance workers. Nevada is a right-to-work state, meaning not all employees have to be union to work there,

but the actual bargaining agreement at the mine covers all 1,350 people working in process, mine, maintenance and underground operations. So, whether they're union or not, all workers benefit from the union's standards.

For underground workers, these safety standards start even before they go below ground.

Before entering the Leeville mine, workers must hang one of two brass identification tags they're assigned on a large board, so someone always knows who's underground. When they come back up, their tag is removed. They're also issued head lamps that can be constantly tracked from above.

A long shaft takes these miners to work. When the doors open, they're in what looks like an underground city, with an intricate web of tunnels just big enough for equipment to travel through. Drivers use a series of light flashes and honks to alert each other about what they're doing and where they're going. The rock walls are reinforced with wire and layers of shotcrete, and

the temperature is fairly comfortable. When all the lights are off, the mine is pitch black.

As equipment runs and support staff performs their duties, drilling is constantly happening above, and the walls are continuously reinforced. Necessary dynamite and explosives are kept in a special, secure area and counted for inventory every day.

The Leeville mine produces 9,100 tons of product a day, including aggregate, ore and gold, and Local 3 Plant Operator David Young watches it all from his underground office. Because



While 1,700 feet below the surface, Local 3 Plant Operator David Young can see all 9,100 tons of product that the Leeville Underground Mine produces every day via his computer screen.



The Leeville underground mine is 1,700 feet deep and made up of an intricate course of tight tunnels. The board at left keeps track of everyone underground. Before going to work, mine employees must hang one of two assigned brass identification tags on the board. When they return to ground-level, their "brass" comes off.



Haul Truck Driver Steve Wilson transports materials from the North Lantern Pit.



Alex Apodaca,
eight-year member



Bill Millage,
20-year member



Derek Allenbaugh,
four-year member



Eli Lopez,
new member



Fidel Lozano,
new member



Garey Graves,
41-year member



Gary Goslin,
21-year member

most of the large nuggets of gold have already been recovered, miners currently extract microscopic flakes engrained in the rock. Through Newmont’s complex process, these flakes are removed and later compressed together. Since its beginning, Newmont has produced almost 2 million ounces of gold.

Working above ground is a totally different experience, yet just as unique. For example, much of the equipment working in the open pits looks as though it’s on steroids – the haul trucks have tires that are about 6 feet tall!

This is what four-year member Robert Ware drives, and while he’s “driven all my life,” he hadn’t operated such big equipment before joining the Newmont crew.

“You have to keep your head in the game, or you could lose it,” he said.

For 26-year member Charlie Becker, an open-pit heavy equipment operator, the secret to staying safe is being alert.

“There’s a trick to each piece of equipment you run,” he said. “I feel that you learn something new every day. If you’re not learning something, you could get hurt.”

Fellow Haul Truck Driver Earl Longo knows this to be true. He’s worked for the company for more than 21 years and now serves as the mine’s senior union steward, miners’ rep. and health-and-safety rep.

“It’s a dangerous job, but it’s a good job,” he said. “It’s a steady job, the wages are good and I enjoy the people I work with.”

He also appreciates his work schedule, which he credits Local 3 for negotiating. Crews work rotating, 12-hour shifts 14 days a month, and the mine runs 365 days a year.

“I wouldn’t work anywhere that wasn’t union,” Longo said. “They [non-union workers] have no representation in a non-union mine.”



Blade Operator John Reule works at Newmont’s union mine.



Rubber Tire Dozer (RTD)
Operator Dennis Miller
works in the Pete Pit.



Haul Truck Driver Earl Longo waits for a load at the secondary crusher.



Just exactly how deep is the Leeville Underground Mine?

- About 300 feet deeper than the Empire State Building is high, at 1,454 feet to the roof
- About the length of five NFL football fields, each 360 feet long
- About the length of 57 standard school buses, end to end, each 30 feet long



**Rancho Murieta
Training Center**
for apprentice to
journey-level operators
By Patrick Grisby, senior coordinator

A brighter look into our industry's future

The test given to all candidates applying for Local 3's Apprenticeship Program at the Rancho Murieta Training Center (RMTTC) is the *System of Assessment for a Group Evaluation (SAGE)* that assesses basic skills, such as reading, mathematics, vocabulary, spatial and shape recognition and eye-hand-foot coordination. It is designed to measure the abilities of all future apprenticeship candidates.

SAGE helps:

- Select applicants by matching talents and aptitudes
- Increase job confidence, impact and effectiveness
- Compare results to industry standards
- Save time and money while improving productivity, quality and retention
- Identify natural eye-hand-foot coordination

I've had the pleasure of sharing the responsibilities of facilitating the SAGE test. Since the downturn in the economy, we've tested many people from all walks of life. Many come from other trades and industries, such as business professionals, educators, small-business owners and homemakers. Some come from the corporate sector, but they all have one thing in common: They want to become Operating Engineers.

This is the perfect example of the changing times. People are in a desperate search of employment. They hope to develop new skills in an effort to support the needs of their families.

What's impressed me are the individuals with the natural talent and ability to score well on the mechanical portion of the SAGE test and the excellent eye-hand-foot coordination skills and finger dexterity necessary to meet the challenges of an Operating Engineer.

Unfortunately in today's economy, many people are now challenged to compete against one another for very few job opportunities.

When I sat in the same seat 22 years ago, I was enthusiastic. I was anxious and hoping for an opportunity. Even though I was not really sure what to expect, I listened to every detail about the application process of becoming an Operating Engineer.

The outcome of the SAGE test will allow the program to select a new generation of apprentices who will bring greater success to the program by creating new leadership, education, knowledge, skills and ability to effectively communicate with professionalism on jobsites. I believe this will widen the path to grow our industry with diversity and reliability, making us more competitive.

RMTTC Executive Director Kris Morgan has made every effort to set higher standards for currently indentured apprentices and future ones. They know what it takes for the Apprenticeship Program and our industry to become successful.

In spite of our economy, we are committed to training and educating apprentices.

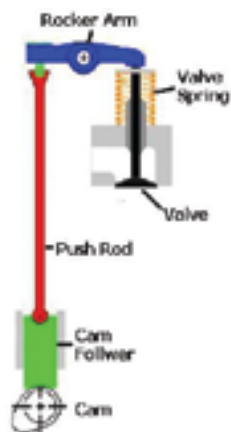
Mechanics Corner

By Dave Bibby, Heavy Duty Repair (HDR) instructor

In with the good, out with the bad

For an engine to operate correctly, all of the components must perform their function at a very precise time to coincide with the position of the piston. The valve mechanism controls the flow of clean air in and exhaust gases out of the combustion chamber during engine operation. The typical valve mechanism consists of a camshaft, cam follower, push-rod, rocker arm, valve spring and valve.

The camshaft is located in the engine block and is timed to and driven by the crankshaft, turning at half the speed of the crankshaft. This



speed allows each valve (intake and exhaust) to open and close only once during two revolutions of the crankshaft. The camshaft has two lobes for each cylinder. (A third lobe on the camshaft is used to actuate a fuel injector.)

The camshaft converts rotary motion to linear motion. As the camshaft turns, the egg-shaped lobe causes the cam follower to rise. The shape of the cam lobe controls how long the valve is held open and how fast it will open and close.

The cam follower (commonly referred to as a "lifter") works in a vertical guide within the engine block, sliding up and down as it follows the eccentricity of the camshaft lobes. The cam follower reduces friction and evenly distributes the force onto the camshaft lobes as the valves open and close.

The steel push-rod passes through an opening in the engine block and cylinder head. The push-rod transmits the linear motion from the cam follower to the rocker arm.

The rocker arm is mounted to the cylinder head and changes the upward movement of the push-rod to a downward movement. The downward movement causes the valve to open and simultaneously compresses the spring, increasing the tension of the valve spring. As the camshaft continues to rotate, the upward movement of the cam follower and push rod is reversed, and the valve-spring tension closes the valve.

A valve guide installed into the cylinder head precisely locates and ensures linear movement of the valve. The valves seal the combustion

chamber when closed and allow for air intake or exhaust gases to exit when open.

Because an engine experiences large changes in temperature, all of the valve-mechanism components are subject to thermal expansion. The solution to offset this expansion is referred to as "valve lash."



Valve lash is the "slop" or "give" in the valve mechanism and is set between the rocker arm and the valve. When the valve lash is too tight, accelerated wear of the camshaft and cam followers result. Valve lash that is too loose can lead to broken valve stems, springs and spring retainers. The typical valve lash for a Caterpillar engine is 0.015 inches for the intake valve and 0.025 inches for the exhaust valve. (The exhaust valve lash is greater due to higher thermal expansion.)

There are several different methods used to adjust valve lash. I prefer the timing pin method. For example: With a Caterpillar 6-cylinder engine, first rotate the engine and pin at Top Dead Center (TDC) No.1, then adjust intake valves No. 1, No. 2 and No. 4 and exhaust valves No. 1, No. 3 and No. 5. Rotate the engine 360 degrees or TDC No. 6 and then adjust intake valves No. 3, No. 5 and No. 6 and exhaust valves No. 2, No. 4 and No. 6.

A student from the Engines Class phoned me the other day questioning why the above valve-lash-adjustment procedure did not work on a Caterpillar C6.6 engine. After some investigation, it was determined that the C6.6 valve-lash adjustment is different from conventional engines due to altered valve openings and closings. To set the valve lash on the C6.6, the engine is rotated until a specific intake valve is fully open and the specific intake and exhaust valve is adjusted. Refer to the appropriate service manual. The valve lash was also changed to 0.0138 ± 0.0020 inches for both the intake and exhaust valves.

Intake and exhaust valves must function to let air in and exhaust gases out of the combustion chamber with precise timing at a high rate of speed. Intake and exhaust valves will open and close 16 times per second with an engine turning at 2,000 RPMs. Proper valve adjustment is important for engine operation and longevity; refer to the appropriate service manual for the engine you are servicing.



Report & Review
By Carl Goff, vice president

You’re in control; stand up for the working class

Are you frustrated at the lack of jobs available right now? Are you upset with what’s happened to the economy? Are you sick of waiting for your legislators to do something to fix this mess?

Well, now’s your chance to do something about it. This year is an extremely important year for politics in all four states in Local 3’s jurisdiction, and this month is the time to take action. All those legislators in office who are looking for re-election, yet didn’t seem to do their jobs – let them know we are watching. If they don’t get their job done and get us back to work, we will vote them out and replace them with people who support working people, union jobs and actually helping the economy; people who will get the job done. I know it’s tough to find the time to research every politician running for office and make sure you’re voting for the right people, so Local 3 has done the work for you. Every district has interviewed local candidates and researched state initiatives, and we’ve printed this list of endorsements on pages 4 and 5 in this edition.

Most of the primary elections aren’t held until next month (Hawaii’s is scheduled for September), but you need to take action now by making sure you’re registered to vote. If you’re not sure, re-register. Also, if you don’t think you’ll have time to visit your polling place on Election Day, make sure you apply for absentee voting, which allows you to cast your vote conveniently from home. The deadline to register for both is this month, so visit us online at www.oe3.org, and make sure you’re prepared to take a stand. Remember, if you give up and don’t vote, “they win.”

Administration

Arnold Schwarzenegger,
Governor (916) 445-2841

John Duncan, Department of Industrial
Relations (415) 703-5070

Darrell Steinberg,
Senate President pro Tem (916) 651-4006

Dennis Hollingsworth,
Senate Minority Leader (916) 319-2029

John Perez, Speaker (916) 319-2046

Martin Garrick,
Assembly Minority Floor Leader
(916) 319-2074

District 30: Stockton

San Joaquin County
Senate
Lois Wolk District 05
Stockton office – (209) 948-7930
Vacaville office – (707) 454-3808

Dave Cogdill District 14
Ripon office – (209) 599-8540
Fresno office – (559) 253-7122

Assembly
Alyson Huber District 10
Lodi office – (209) 333-5330

Cathleen Galgiani District 17
Stockton office – (209) 948-7479
Merced office – (209) 726-5465

Bill Berryhill District 26
Stockton office – (209) 473-6972

Stanislaus County
Senate
Jeff Denham District 12
Merced office – (209) 726-5495
Modesto office – (209) 577-6592
Salinas office – (831) 769-8040

Dave Cogdill District 14
Ripon office – (209) 599-8540
Fresno office – (559) 253-7122

Assembly
Cathleen Galgiani District 17
Stockton office – (209) 948-7479
Merced office – (209) 726-5465

Tom Berryhill District 25
Modesto office – (209) 576-6425

Bill Berryhill District 26
Stockton office – (209) 473-6972

District 50: Fresno

Fresno County
Senate
Dave Cogdill District 14
Ripon office – (209) 599-8540
Fresno office – (559) 253-7122

Dean Florez District 16
Fresno office – (559) 264-3070

Assembly
Mike Villines District 29
Fresno office – (559) 446-2029

Danny Gilmore District 30
Hanford office – (559) 585-7170

Juan Arambula District 31
Fresno office – (559) 445-5532

Kings County
Senate
Dean Florez District 16
Fresno office – (559) 264-3070

Assembly
Danny Gilmore District 30
Hanford office – (559) 585-7170

Madera County
Senate
Jeff Denham District 12
Merced office – (209) 726-5495
Modesto office – (209) 577-6592
Salinas office – (831) 769-8040

Dave Cogdill District 14
Ripon office – (209) 599-8540
Fresno office – (559) 253-7122

Assembly
Tom Berryhill District 25
Modesto office – (209) 576-6425

Mike Villines District 29
Fresno office – (559) 446-2029

Merced County
Senate
Jeff Denham District 12
Merced office – (209) 726-5495
Modesto office – (209) 577-6592
Salinas office – (831) 769-8040

Assembly
Cathleen Galgiani District 17
Stockton office – (209) 948-7479
Merced office – (209) 726-5465

Tulare County
Senate
Dean Florez District 16
Fresno office – (559) 264-3070

Roy Ashburn District 18
Bakersfield office – (661) 323-0443

Assembly
Mike Villines District 29
Fresno office – (559) 446-2029

Danny Gilmore District 30
Hanford office – (559) 585-7170

Juan Arambula District 31
Fresno office – (559) 445-5532

Kern County (for traveling members)
Senate
Dean Florez District 16
Fresno office – (559) 264-3070

One especially important race this year is for California’s governor, and you have the power to appoint the person who fills this position. Make sure you read your October edition of *Engineers News*, as we’ll print more endorsements prior to the General Election in November for all four states. I know it’s hard to keep track of all the election dates, so again, refer to the endorsements pages in this edition, or go online.

There’s another important political issue going on right now – the California Department of Industrial Relations (DIR) is preparing to send out a wage survey to all construction employers in California regarding work in the state’s 18 counties in the Central Valley. This includes all public and private residential work done by all crafts from February 2009 to February 2010 in Butte, Colusa, Fresno, Glenn, Kern, Kings, Madera, Merced, Placer, Sacramento, San Joaquin, Shasta, Stanislaus, Sutter, Tehama, Tulare, Yolo and Yuba counties. According to the DIR, the results will be used to “update these determinations in the future.” What that means is “to lower your wages.”

Don’t let the word “survey” fool you – this is an assault on workers’ wages and a bad idea in a bad economy. The Central Valley has seen little to no work in the past few years, so if the survey is conducted during this time-frame, the results will lower your wages without question.

You can stop this! Call the following people as often as possible during the next several weeks and let them know you won’t stand for this. Tell them we will not vote for them if they support this survey. You didn’t create the current budget deficit, and you will not be the way your legislators fix it!

George Runner District 17
Lancaster office – (661) 729-6232
Victorville office – (760) 843-8414
Santa Clarita office – (661) 286-1471

Roy Ashburn District 18
Bakersfield office – (661) 323-0443

Assembly
Danny Gilmore District 30
Hanford office – (559) 585-7170

Jean Fuller District 32
Bakersfield office – (661) 328-1014

District 60: Yuba City

Butte County
Senate
Sam Aanestad District 04
Chico office – (530) 895-6088
Redding office – (530) 225-3142
Nevada City office – (530) 470-1846
Colusa office – (530) 458-4161

Assembly
Jim Nielsen District 02
Redding office – (530) 223-6300
Yuba City office – (530) 751-8351

Dan Logue District 03
Chico office – (530) 895-4217

Colusa, Glenn and Sutter counties
Senate
Sam Aanestad District 04
Chico office – (530) 895-6088
Redding office – (530) 225-3142
Nevada City office – (530) 470-1846
Colusa office – (530) 458-4161

Assembly
Jim Nielsen District 02
Redding office – (530) 223-6300
Yuba City office – (530) 751-8351

Yuba County
Senate
Sam Aanestad District 04
Chico office – (530) 895-6088
Redding office – (530) 225-3142
Nevada City office – (530) 470-1846
Colusa office – (530) 458-4161

Assembly
Dan Logue District 03
Chico office – (530) 895-4217

District 70: Redding

Shasta and Tehama counties
Senate
Sam Aanestad District 04
Chico office – (530) 895-6088
Redding office – (530) 225-3142
Nevada City office – (530) 470-1846
Colusa office – (530) 458-4161

Assembly
Jim Nielsen District 02
Redding office – (530) 223-6300
Yuba City office – (530) 751-8351

District 80: Sacramento

Placer County
Senate
Dave Cox District 01
Sacramento office – (916) 651-1528
Jackson office – (209) 223-9140
Quincy office – (530) 283-3437
Roseville office – (916) 783-8232

Sam Aanestad District 04
Chico office – (530) 895-6088
Redding office – (530) 225-3142
Nevada City office – (530) 470-1846
Colusa office – (530) 458-4161

Assembly
Dan Logue District 03
Chico office – (530) 895-4217

Ted Gaines District 04
Roseville office – (916) 774-4430

Roger Niello District 05
Sacramento office – (916) 349-1995

Sacramento County
Senate
Dave Cox District 01
Sacramento office – (916) 651-1528
Jackson office – (209) 223-9140
Quincy office – (530) 283-3437
Roseville office – (916) 783-8232

Lois Wolk District 05
Stockton office – (209) 948-7930
Vacaville office – (707) 454-3808

Darrell Steinberg District 06
Sacramento office – (916) 651-1529
North Highlands office – (916) 338-6577

Assembly
Ted Gaines District 04
Roseville office – (916) 774-4430

Roger Niello District 05
Sacramento office – (916) 349-1995

Dave Jones District 09
Sacramento office – (916) 324-4676

Alyson Huber District 10
Lodi office – (209) 333-5330

Yolo County
Senate
Lois Wolk District 05
Stockton office – (209) 948-7930
Vacaville office – (707) 454-3808

Assembly
Jim Nielsen District 02
Redding office – (530) 223-6300
Yuba City office – (530) 751-8351

Mariko Yamada District 08
Vacaville office – (707) 455-8023

MEMORIALIZING THOSE WHO SERVED

Members share stories of their service in the Seabees

By Mandy McMillen, managing editor

Once Lou Nisich Jr. got the idea of finding more Seabees (his father was one) to make a possible trip to the new Seabees Museum in Port Hueneme, Calif., he started a snowstorm of interest. In droves, former Seabees, who served from World War II until present-day, called to talk about their service as part of the Construction Battalions (CBs) of the United States Navy – a fitting calling for Operating Engineers, as these men of honor have a long history of building bases, bulldozing and paving thousands of miles of roadways and airstrips in countless other countries. They not only operated equipment – they operated machine guns. They were ready for whatever was needed of them, and they witnessed horrific tragedies and glories, while honing an essential skill and gaining friends some would remain in contact with for the rest of their lives.

Many Local 3 members joined the Seabees during war. Some joined after the 9/11 terrorist attacks. Others felt the call before they joined the union, and when their service ended, a job in construction seemed the next natural step. Some served as officers of Local 3, business agents and Trustees. Others became owner-operators or instructors. No matter what decade they served or what project they built, these members deserve recognition for using their skill set to serve their country while often putting their lives at risk during times of war.

The following men are but a sampling of Local 3 members who served as Seabees.

Bob Armstrong

Served: 1966-1968

Reason for serving: Joined before the draft; saw an ad in an old *Engineers News*; has an uncle who was a Seabee and a grandfather who served in World War I; it was what you did



Bob Armstrong served as a Seabee during the Vietnam War from 1966-1968.

Interesting locations served: First deployment: Da Nang, Vietnam (Red Beach); second deployment: Dielock

Joined Operating Engineers: 1962

Notable quote: “You just did it then, you didn’t doubt government; there were lots of young kids over there; we were the support for the Marine Corps – we didn’t hunt. We were a different culture from the Marines, set aside and sort of proud of the fact, but we got along with them. We were tough.”

Norris Casey

Served: 1942-1946

Reason for serving: Is colorblind, so he couldn’t go into the Marines or the Navy; started him into a career that proved invaluable, as Casey was a Local 3 staffmember, district representative and officer (financial secretary)

Interesting locations served: Shanghai, China; Samar, Philippines; Aleutians, Alaska

Joined Operating Engineers: 1946

Notable quote: “When I went into the Seabees, I had no training in any craft. The Seabees started me as an operator by letting me run equipment. The smartest thing I did was join Operating Engineers. I am now in my 22nd year of retirement. I would recommend that any young people who want to follow a career in any craft and want to fulfill a military commitment, join the Seabees. The West Coast Center for the Seabees in Port Hueneme, Calif. has a training center that is for all the crafts. It is first class.”



Former Seabee Norris Casey served from 1942-1946.

Angelo Cellini

Served: 1981-1984

Reason for serving: Had already been a heavy equipment mechanic for 3-½ years and wanted to see the world and get paid to learn more about the trade; his dad was a Marine in the Korean War

Interesting locations served: Two tours in Guam; one tour in Sicily, Italy (Sigonella)

Joined Operating Engineers: 1979

Notable quote: “I think this kind of program [military] is good for any kids getting out of school, good for a couple of years, to see the world. It’s helpful at that age. Either they’ll get it or they won’t.”



Business Agent Angelo Cellini served in the Seabees from 1981-1984.

Allen Coleman

Served: 1951- 1954

Reason for serving: Volunteered in the Navy after the draft notice during the Korean War

Interesting locations served: Korea; the Arctic; Saipan; Guantanamo Bay

Joined Operating Engineers: 1961

Notable quote: “On my 21st birthday, I was working on an airstrip landing in Coronado. ... I was strong and so they kept me in Korea in charge of the waterfront. We built the longest airstrip in the Navy ... first hydrogen bomb ... earthen dams in Guantanamo. ... I got out and became an instructor at Port Hueneme and then started my own business, Allen Coleman Paving Company, in the foothills in 1976.”

Greg Dornback

Served: 1977-1982

Reason for serving: Wanted to learn how to run heavy equipment outside of California and see the world; saw photos of his dad as a civilian mechanic in Vietnam

Interesting locations served: Puerto Rico; Virgin Islands; Singapore; Philippines; Sicily, Italy; Diego Garcia (Indian Ocean)

Joined Operating Engineers: 1985

Notable quote: “Joining the Seabees was absolutely the best decision I ever made. My advice for those wanting to try it is: The sooner, the better. As a Seabee, we were around some heavy stuff: Built airstrips for C-5 aircrafts, etc.; I was in charge of three M-60 squads.”



Former Seabee Greg Dornback helps move buildings to the top of the highest mountains in the Virgin Islands.

Clyde “Buck” Freeman

Served: 1965-1969

Reason for serving: Worked in construction previously (heavy equipment) and had gotten into some trouble; had a friend who worked in the state Parks and Recreation Department and got involved with equipment; was drafted

Interesting locations served: Adak, Alaska; Da Nang, Vietnam

Joined Operating Engineers: 1969

Notable quote: “I was involved in combat and have some pictures to prove it. In the Seabees, it’s the same iron but a lot harder to run. We had M-14s and M-16s while we worked on Midway. We got respect then and had no fear.”

Mark Garcia

Served: 2002-2007

Reason for serving: Felt it was his patriotic duty to his country after the attacks on Sept. 11, 2001; had a background in drilling and wanted to know the other side of things; comes from three generations of Seabees

Interesting locations served: Iraq (participated in the Enduring Iraqi Freedom campaign from 2005-2006)

Joined Operating Engineers: 1997

Notable quote: “It’s a great idea; I wouldn’t change it [the experience] at all; I became well-rounded, worked with the military, developed leadership skills and more knowledge in my field. My advice to others thinking about it is: Take care of what you have to take care of, and if you go into the military, do it when you’re young.”



Mark Garcia in an equipment yard in the Middle East in 2005.

In memory of Robert W. Grant

1926-2001

Served: 1942-1945

Reason for serving: Enlisted soon after Pearl Harbor

Interesting locations served: Aleutian Islands, Alaska; Iwo Jima

Joined Operating Engineers: 1952

Notable quote: According to his wife, O. Marcella Grant: “After graduating from high school in 1937, he went to work in construction. Soon after Pearl Harbor, he enlisted in the Navy, May 1942. ... He raised the ‘famous flag’ at Iwo Jima and built an air-landing strip for planes, perhaps for emergency – in case the Enola Gay couldn’t land in Tinian. The 8th CB Battalion had 51 reunions. We all looked forward to the reunions and became one ‘happy family.’ I can only wish and pray that the Seabees will always be ‘Can Do,’ with the help of all those experienced Operating Engineers.”



Former Seabee and Operating Engineer Robert W. Grant participates in “wash day” in the Aleutian Islands in 1943.

Don Holee

Served: 1943-1946

Reason for serving: Had always been involved with equipment

Interesting locations served: All over the states and in Guam

Joined Operating Engineers: 1978

Notable quote: “I cleared land in Guam and operated some of the first front-end loaders and shovels.”

Jon Karstens

Served: 1984-1989

Reason for serving: Joined out of high school; was interested in operating equipment and seeing the world; also noted the “cool looking poster” advertising the Seabees

Interesting locations served: Spain (Rota); Guam; Philippines

Joined Operating Engineers: 1992

Notable quote: “Being in the Seabees was a lot different than just regular equipment training. In dozer school, we had to put our rippers down, and if we forgot, we had to carry the ripper (50 to 60 pounds) around the whole training field. ... In Guam, while I was working on a naval fleet hospital, my equipment was struck by a 40-year-old, 5-inch illumination round. It was a semi-dud but scared me. I wouldn’t trade the experience for the world, taught me a trade that’s paid off to this day.”



Member Jon Karstens, also pictured on cover, worked in rock quarries in Guam and the Philippines as a Seabee from 1984-1989.

John Kerr

Served: 1950-1954

Reason for serving: Had worked construction before; had a chance to join

Interesting locations served: Pearl Harbor; Guam; Japan; Korea

Joined Operating Engineers: 1959

Notable quote: “We worked from ship to shore at the start of the Korean War on pontoon bridges, roads, airstrips. ... Would absolutely recommend it [Seabees] to others, should have stayed in longer; two days after returning, a contractor called me to work.”

In memory of Lou Nisich Sr.

1915-2005

Served: 1939-1954

Reason for serving: According to his son, Lou Nisich Jr.: “Better than being drafted; he volunteered.”

Joined Operating Engineers: 1950

Interesting locations served: Korean Peninsula

Notable quote: Nisich Jr. said: “He was a hell of a man, was famous for being strong as an ox and working for Al Capone. He was also a professional boxer and was responsible for building about a third of San Jose in the ’50s and ’60s. A park is being built in his honor in San Jose.”



Former Seabee Lou Nisich Sr. was “strong as an ox.”

Jimmy Rust

Served: 1964-1968

Reason for serving: Wanted to serve his country; volunteered when he was just 17 years old, straight out of high school

Joined Operating Engineers: 1968

Interesting locations served: Okinawa; Vietnam

Notable quote: “Vietnam was a whole lot of frightening. ... We were involved in the amphibious landing on May 5, 1965 with 10,000 Marines and 1,000 Seabees. Before we landed, we waited on the ship for four days and five nights. ... The Viet Cong launched motors (big bullets dropped into a cylinder, like a bomb) into our camp every day. ... Any kid who is 17 or so should serve his country; it makes you stronger. I am currently a member of the Disabled American Veterans and the Maui Veterans Association.”

The trip to the Seabees Museum is still being planned; however, the museum is still under construction and should be finished by the middle of next year. Visit Local 3’s Web site at www.oe3.org to check out the museum’s latest information and find out how you can add memorabilia to the display.

Union and Road Machinery sign agreement

RoadMachinery and the union signed a contract March 26 that included the union Pensioned Health and Welfare and actives' Pension, along with other wage and benefit considerations.

After meeting with OE3's Director of Special Operations Bob Miller, Steve Branson, COO of Road Machinery, graciously offered to put the local's precious Pension back on the table. The company had previously refused to honor this benefit (which had been the major catalyst for the 24-week-long strike).

After a quick series of back-and-forth negotiations, both parties settled on a return-to-work agreement and contract, re-establishing trust after a tedious battle.

According to Miller, "The company and the union are viewing this as an opportunity for success, meaning we're doing everything we can now to keep the company successful, since their profit translates into wages and benefits for us."

Miller also noted that this agreement did not come about from anything less than hard work. "After six months, nobody crossed the line. We were 100 percent united."

District 80 Business Rep. Greg Dornback (the rep. in charge of the Road Machinery strike in West Sacramento) called the strikers' diligence and unity "the most impressive thing ... I was proud to be a part of it."

The strikers gained lasting bonds with one another, each other's families, the community, the International Union of Operating Engineers (IUOE) and Local 3, for its membership donated more than \$5,000 to the strikers during the holidays.



From left: Sacramento District Rep. Rob Carrion, Road Machinery COO Steve Branson, Director of Special Operations Bob Miller and District 80 Business Rep. Greg Dornback re-established trust after signing an agreement.

Hundreds attend FIST classes: Don't be left out

The union's new class, Fair Industry Strike Training (FIST), has had overwhelming attendance (more than 600 members so far) and success. Those who participated found the classroom instruction and hands-on strike training beneficial, as participants get detailed accounts of strike preparedness and then practice actual striking drills.

You don't want to miss out. It could be your contract – *your job* – on the line, as Master Agreement negotiations heat up this month.

If you missed the training in your area, contact your district office. If 15 or more members want to attend, we may hold more trainings.

Get involved. Get prepared. Get your FISTs ready.

See schedule and details below for upcoming trainings by date.

According to Business Manager Russ Burns, "In these tough economic times, with many important negotiations coming up, it is essential that we prepare to protect our jobs; major membership participation is key."

This innovative, in-district member training will focus on:

- Preserving a level playing field throughout our industry
- Protecting our work from non-union contractor competition
- Preparing for mobilization and job actions, if necessary
- Hands-on picket-line preparation

The details:

- Three-hour classes will include a break for refreshments
- Classroom and hands-on strike training
- Special FIST pins to be presented at district meetings
- Local 3 will train you, our members, how to fight to protect your job, if necessary

UTAH: District 12

Salt Lake City

Tuesday, May 18 • 6-9 p.m.
IBEW Local 354 Hall
3400 West 2100 South

NEVADA: District 11

Elko

Wednesday, May 19 • 1-4 p.m.
Operating Engineers' Building
1094 Lamoille Highway

Reno

Thursday, May 20 • 1-4 p.m.
Operating Engineers' Building
1290 Corporate Blvd.

Hawthorne

Friday, May 21 • 10 a.m. to 1 p.m.
Hawthorne Library
First and A streets



If you have any questions about this schedule or need more details, please contact Special Rep. Pete Figueiredo at (650) 333-5516.

For more photos of FIST trainings, or to get information about our Master Agreement hotline going live soon, visit Local 3's Web site at www.oe3.org and click on the Members Only icon.





Rancho Murieta Training Center's (RMTc's) first FIST training was a huge success.



Before going outside for hands-on strike training, Fresno members posed for a group FIST photo.



Many members braved the dark in Redding to get hands-on strike training during a FIST class.



A second FIST class was recently held at RMTc.



In late March, the Morgan Hill District had a good turnout for its FIST class.



More than 100 participants joined District 80's FIST training.

In March, the Burlingame District had a good turnout for its FIST class.



On a sunny Saturday, members showed up in force for District 60's FIST training.

A clean sweep

By Gladys Perry, business representative

Caltrans equipment operators Dan Taylor and John McEwen operate a Johnson 4000 sweeper and are responsible for cleaning the streets and freeways in the San Francisco area. The sweeper's tank contains only water, which prevents dust clouds and keeps the broom lubricated. You may have seen sweepers on the bridges and on- and off-ramps too. Normally, you will see three vehicles or more, including the sweeper. The other vehicles include a Snipe truck, which picks up large items from the roadway that the sweeper cannot, and a Barrier truck.



From left: Caltrans equipment operators John McEwen and Dan Taylor.

Taylor and McEwen agree that the best time to sweep is at night – less traffic. However, if there is an automobile accident and broken glass or car parts are on the roadway, the crews sweep as needed. They sweep more than just the usual trash and debris that collects on the roadway. It's not always easy or pretty. There have been times when overloaded trucks have spilled while driving, such as the time they had to clean up fish parts from a seafood truck that spilled all over the road. Another interesting cleanup involved cow parts! Moo-ve over ...



Jeff Boyce, Cal Fire mechanic



José R. Navarrete, California Highway Patrol Commercial Vehicle Inspection Specialist

B.E.A.R.



IUOE3 • UNIT 12

The Be Educated And Ready (BEAR) in-district member training will focus on:

- Preparing for mobilization and job actions, if necessary
- Hands-on picket-line preparation

BEAR TRAINING SCHEDULE
All meetings from 9 a.m. to noon

FAIRFIELD - DISTRICT 04
Saturday, May 15
2540 Watney Way

STOCKTON - DISTRICT 30
Saturday, May 22
1916 North Broadway

FRESNO - DISTRICT 50
Saturday, June 12
4856 North Cedar

YUBA CITY - DISTRICT 60
Saturday, May 8
Hallwood Women's Club
2629 Hwy. 20
Marysville, CA

SACRAMENTO - DISTRICT 80
Saturday, June 19
3920 Lennane Drive

For more details and meeting locations, contact Unit 12 Coordinator Travis Tweedy at (916) 993-2058 or TrTweedy@oe3.org.

Hollister Hills State Park employees receive forklift training

By Gary Rocha, business representative

In the last few months, the International Union of Operating Engineers (IUOE) Unit 12 has offered forklift training at the state parks in Local 3's jurisdiction. The training consists of classroom and hands-on instruction that results in forklift operator certification.

The training is going well, and we have received some positive

comments from students: "This is great that our union is providing this training for us," "This is super training" and "My thanks go out to Jim Green, training specialist of the Alamo Group."

Please remember to slow for the cone zone, and look out for the bears! (California's state parks are fun places to work.)



Hollister Hills State Park maintenance worker Anthony Silcecci.



Training Specialist Jim Green observes Rick Perez's skills on the forklift.



From left: Heavy Equipment Mechanic Gilbert Mayorquin and Equipment Operator Anthony Terry.



Eric Griggs gets seat time during a forklift training class.

Negotiations with Newmont go smoothly

Reno

The state work has been slowly developing this spring. Two projects, the Meadowood Interchange and the overlay on US 93 at Success Summit, had their bid openings postponed until after this article was written. **Granite Construction** has been gearing up on a few projects the company picked up earlier, including the apron rehab at the Reno Tahoe International Airport. **Q&D Construction** was awarded the bridge structures for the next phase of the Carson Bypass, and **Reno-Tahoe Construction** (RTC) was the low bidder on the Sparks Feeder Main.

We would like to congratulate our new committee members: **Mitch Gallagher, James Corless and Fran Lane** on the Grievance Committee and **Maurice Carvalho, Robert Leegard and William Bates** on the Market/Geographic Area Committee. We look forward to a strong and productive rest of the year for our members.

Elko

The major project this past January was negotiating the **Newmont** mining agreement. The negotiations went well, and meetings with company representatives were very professional and positive. There were five top issues that were important to the membership: Pension, vacation, weekly indemnity, wages and tool-replacement pay. We were very pleased to negotiate a three-year agreement with money on all these issues. The members ratified the tentative agreement with a 70 percent yes vote. Thanks for the great help from our officer in charge of Nevada and Rec. Corres. Secretary **Jim Sullivan**, District Rep. **Steve Ingersoll**, Elko Business Rep./Organizer **Allen Strong** and

Elko Business Rep. **Mike Ayers**. Also, thanks to the committee members who worked together and provided great input and decisions: **William Matlock, Bill Bodin, Lyman Hatfield, Bruce Nichols, Stan Hughey and Ed Huerta**. For more on these employees and the Newmont mining industry, please read this month's story on pages 12 and 13.

On the construction end of the work picture, as of this writing, we are still dealing with winter.

The Ruby Pipeline is drawing the most attention. There are a few members working at the racking yards and one fabrication yard, but as of March, **El Paso Gas Company** is still waiting for a Federal Energy Regulatory Commission (FERC) permit to proceed. The actual pipeline installation probably won't start until early summer.

Mine work looks like it could be the same as last year. With any luck, our signatory companies will get a large share of the work. There hasn't been a large amount of highway work let out in this area yet, so it is hard to say what that work picture is going to be as of this writing.

Reminders: The **Newmont** monthly meeting is on the first Wednesday of the month at 6 p.m. The construction monthly meeting is on the second Wednesday of the month at 6 p.m.

Don't forget the annual Reno Picnic held Saturday, May 15 at the Lazy 5 Regional Park in Sparks. Hope to see you there.



From left: Rec. Corres. Secretary **Jim Sullivan** introduces newly dispatched Apprentice **Jesse Stretch**, who is working for **Sterling Crane** as an oiler in Elko.

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Gill Ranch Pipeline has begun

While waiting for the ground to dry so they can return to the work they love, Local 3 members unselfishly volunteered their time on behalf of Operating Engineers.

Six-year member **Jason Lavery** volunteered his time and skills for **University HOPE**, a non-profit organization dedicated to providing affordable homes for local, low-income, first-time homeowners and improving existing neighborhoods. The construction process provides positive, hands-on learning experiences for the volunteer students, faculty and staff of Fresno State.

Also, several members attended a hearing to protest a residential construction wage and benefit survey in the Central Valley. The survey is simply a bad idea in a struggling economy. The purpose of this survey was to determine prevailing wage rates for residential construction with data from both public and private jobs; however, there has been no residential work in the Central Valley for the last two years. The money spent conducting the survey could be used instead to put Californians back to work.

We would like to give a special thank you to the following members who gave their support by attending the hearing: **Justin Barnard, Rodney Hill, Randy DeSantiago, Jep Cole, Mario Ochoa, Jody Recek, John Waterbury, Bill Bills, Richard Coronado, Sean Flores, Rodney Jones, Charles Barnes, David**

Rodriguez, Martin Ferrer, Edgar Moreno and Lloyd Lawson as well as those who came from other districts. We applaud these members for their time, effort and pride in Local 3. These rank-and-file members are the union's local leaders. More photos of this hearing are available online at www.oe3.org.

After much anticipation, PG&E's Gill Ranch Pipeline project has begun. Contractor **Snelson Companies, Inc.** is performing the work under the National Pipeline Agreement and installing about 26 miles of 30-inch pipe.

Other work includes storm-drain facilities and sewer repairs in the Fresno area performed by **Floyd Johnston Construction** and **Bill Nelson Engineering** and bridge work in

Huntington Lake by **C.C. Myers Inc.**

The Hwy. 198 project in Hanford started again with two shifts after a winter suspension. **JWT General Engineering** and **FCI Constructors** recalled several operators and placed new orders.

The Yosemite Wawona Road project awarded to **Granite Construction** began in late April. The company's dispatcher said, "I will be dispatching my heart out!" referring to this project and others.

Please note: The Retiree Meeting will take place on Wednesday, May 5 at 2 p.m. at Cedar Lanes, and our District Meeting will take place on the same day at 7 p.m. at the Clovis Memorial Building. We hope to see you there!



Six-year member **Jason Lavery** volunteers his time and skills for **University HOPE**, a non-profit organization.

Contractor Profile: Syblon Reid – changing with the times

Syblon Reid Contractors (SRC) was founded in 1955 by **John Reid**, who had financial and engineering sense, and **Ray Syblon**, who had talent for running operations. For the first 15 years, SRC traveled throughout the West, building water-related projects. The company came to Folsom in 1970 and obtained a contract to build the first mile of the Folsom Canal at Nimbus Dam. After that project was completed, SRC saw opportunity in Northern California and settled into its Folsom location, where it is today.



From left: Ray Syblon and John Reid founded SRC in 1955.

Known for many years as a small company primarily performing grading and underground work for residential developments, SRC diversified into other markets and began a controlled growth plan. Now recognized as a contractor specializing in providing solutions to difficult projects, SRC has built a positive reputation for taking care of its clients and employees. With safety and project excellence as a priority, the company has worked 1,589 days without a lost-time accident and has received several prestigious awards, including the 2008 Associated General Contractors (AGC) Safety Excellence Award for safety on a high hazard job, the 2009 AGC Constructor Award Finalist for excellence in project management for projects \$5 million and below and the 2010 AGC Constructor Award Finalist for innovation in construction techniques and materials.

SRC values its status as a Local 3 employer and knows that having a well-trained and professional workforce gives the company a competitive advantage.

A snapshot of SRC today

The \$7.9 million El Dorado Irrigation Water District's Treatment Plant expansion project that SRC started in July kept our members busy through the winter and into spring. The expansion of the plant, which currently produces 19 million gallons of water a day, will be transformed to produce 26 million gallons of water per day, allowing the owner, El Dorado Irrigation, to deliver the resources to customers by November 2010.

The \$5.8 million San Juan Water District Folsom Dam project that was awarded to SRC in December kept four operators busy through the winter. The company is getting ready to bring on more help to step up production of excavating, laying and backfilling 5,000 feet of 72-, 60-, 48- and 42-inch pipe, while concurrently building the surge tower at the base of the Folsom Dam.



From left: New employee Matt Lorang, 24-year employee Kenny Campini, 25-year employee Ben Thompson and five-year employee Ed Silva work for SRC.

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New committee members elected

District 12 had a great turnout at our March District Meeting, and we appreciate our brothers and sisters for taking the time away from their families to attend. We also appreciate having our Business Manager **Russ Burns** and Rec. Corres. Secretary **Jim Sullivan** make the trip to Utah. The meeting included a Power Point presentation from Political Coordinator **Dale Cox** on upcoming work in our district as well as accomplishments we have achieved through the hard work done by Cox and **Dennis Wright** at the Utah Legislature this year. He also reported on the significant amount of apprentice and journey-level upgrade training done this year by Joint Apprenticeship Committee (JAC) Administrator **Jeff Anderson** and trainers **Randy Thacker** and **Rick Bringham**. We are pleased to see so many journey-level operators take advantage of the upgrade training at our facility. Other business at our District Meeting included the Grievance Committee and Market/Geographic Area Committee elections. We would like to congratulate the members of our new Grievance Committee – **Mike Holliday**, **Doug Archibald** and **Gordon Purcell** – and our new Market/Geographic Area Committee – **Teresa Sinner** and **Justin Pentz**. We are grateful to these members for stepping up and running for these important committees.

Hopefully, by the time our members read this, the I-15 Utah County Rebuild (**Ames Construction**), the Mountain View Corridor (**Granite/Kiewit/W.W. Clyde**) and the Ruby Dome

Pipeline (**Associated, US Pipeline**) are ready to go, with hands already dispatched to these highly anticipated, much-needed jobs. This has been a long winter for many of our members, and we look forward to several years of new work along with the other ongoing projects in this state.

This will be a banner year for politics in Utah, and we need all the volunteers we can get to help elect labor-friendly candidates this fall. Please contact the Hall or any of our business agents to volunteer with our Voice of the Engineer (VOTE) program. Many of us don't know a lot about politics, but we have to get involved to keep our highway construction funding and get the right candidates in office who will keep us working. Being a VOTE volunteer usually involves spending a few Saturday mornings passing out fliers or phone banking. It takes all of us to make a difference!



Granite operators Roger Jones, Bonifacio Perez Lopez and Merrill Wilson install outdoor lights at the Granite shop.



Mechanic Blake Mills works on equipment at the Granite shop.



From left: Mechanics James Brunson and Brian Worthley.

Several paving projects going on in District 60

Weather permitting, several jobs are beginning or starting up again.

Syblon Reid's \$10 million wastewater plant in Williams has begun, and **RGW** continues work on the \$17 million Live Oak wastewater plant. **Granite** started its Hwy. 99 widening job in Biggs and another project on Hwy. 99 in Chico. Both jobs add up to more than \$12.5 million. **PMI** is finishing a natural-gas-compressor retrofit project in Gridley. The company is also completing a job that **Rockford Corp** started last year. This was a good job for our district, as it provided some good hours for our members. We need more like it.

DeSilva Gates will be working on a \$6.1 million Hwy. 70 job in Oroville and is still working on the Nicolaus Bypass and the Tudor Bypass. **Knife River** has several paving projects coming up – one in Colusa at \$700,000-plus and another in Chico at \$2.6 million. **Sierra Nevada Construction** also has paving projects going on throughout District 60.

Marquez Pipeline, Inc. continues work on a \$4.1 million waterline in Yuba City, just as **Independent Construction** and **Teichert Construction** continue their levee work in Sutter County. **Lamon Construction** is busy at Yuba College with a \$4.3 million sports complex. **Cox & Cox** is also back working on

a \$3 million wastewater and line replacement in Loyalton.

Gemma is continuing its \$700 million Colusa Generating Station in Maxwell. Although the number of operators is starting to decline on this job, members are still getting good hours.

By the time you read this, several jobs may have already started. Get in touch with the Hall to stay up to date.

Our Unit 12 members with Caltrans, the Department of Fish and Game, the Department of Water Resources, Cal Fire, State Parks and California State Fairs are still, as of this writing, being furloughed. These members know more than most how important this upcoming political season is. We will be electing a new governor and possibly a

lot of new legislators very soon. As we all know, our state is a mess. We need help, and it starts and ends with us. We are the ones with the power to hire and fire our public servants. We need to exercise this power in June and November. We need a state government that is going to put people back to work. Our endorsed candidates can be found on pages 4 and 5 of this edition. If you have any questions as to who District 60 is endorsing or if you want to volunteer for a campaign and receive volunteer hours, call the Hall.

Don't forget to check your registrations, and work safe.



From left: Colusa County Fair Unit 12 members Greg Coronado and Bill Sterk.

OAKLAND | 1620 South Loop Road, Alameda, CA 94502 ▪ (510) 748-7446

Members stay busy at Port of Richmond

We just finished the pre-job conference on the Caldecott Tunnel, and work has already begun. Subcontractor **Gordon N. Ball** is doing some clearing onsite. **Cahill** is finishing its long-term project for affordable housing at Tassafaronga in Oakland. **Carone & Company** and **Shooter and Butts, Inc.** were some of the signatory subs onsite. **Flatiron Construction** started on the High Street overpass with **Case Pacific** onsite. **McGuire and Hester** was awarded a \$32 million project in Oakland to improve 12th Street.

Southeast Alameda County is moving along well with **Ghilotti Construction** completing the last section of the Hwy. 580 High Occupancy Vehicle (HOV) lanes from El Charro Boulevard to Hacienda Road. The Isabel Avenue and Portola Avenue overpasses are taking shape with pile being driven and false work starting.

Syblon Reid has been putting in many hours and long weekends to repair a broken, 46-inch water main that runs along the hills above the Wente Golf Course in Livermore and feeds and releases water from Lake Del Valle.

We're looking forward to the new Irvington Tunnel project. The contractor that was awarded the bid will be available soon.

Work is happening in southwest Alameda County, and the city of Fremont has the bulk of it. **Ranger Pipelines** started on the San Francisco Public Utilities Commission (SFPUC) Hetch Hetchy

Bay Reliability Pipeline upgrade. The Irvington BART extension should be near full production after a slow start caused by wet weather. **Shimmick/Skanska**, a Joint Venture (JV), will start to cut the trench for the underground sections of the BART track. Work will also begin shortly on the Sunol Valley water-treatment plant and treated-water reservoir. **Shimmick** will expand the existing treatment plant and add a 17.5 million-gallon reservoir.

In east Contra Costa County, Caltrans received all the bids for the Hwy. 4 and eBART project, and if all is right with the state's budget, the project will start soon, putting a lot of operators to work. In Brentwood, **RC Knapp's** civic center project is coming together fast. Also in Brentwood, **Bay Cities Paving & Grading** broke ground on a new school off Sand Creek. The rock quarries in the area are all working at full strength, so hopefully that means work for our members.

The work picture in western Contra Costa County also looks good. **O.C. Jones** is finishing the large overlay project at the Port of Richmond, which has about 20 members working seven days a week. Also at the Port of Richmond, **Vortex Diving** is starting a new, \$1.9 million project for a new deck upgrade and 300 feet of sheet-pile repair. **Tutor-Saliba** with **Gordon N. Ball** began the first phase of the \$215,000 Caldecott Tunnel project with the construction of the fourth bore on Hwy. 24 in Contra Costa County.

As work slowly picks up, please take a look at your classifications on the out-of-work list. Maybe you haven't been on a specific machine in a while; maybe there is a machine you would like to be able to run; maybe there are some things you have listed that you've never even seen. The Rancho Murieta Training Center (RMTTC) is open, and Supplemental Related Training (SRT) is available to you. Call District 20 Dispatcher **Manny Espinoza** for more information. We are the finest in the industry, and with members taking SRT, we will continue to show employers that we remain the finest, most highly skilled trade out there.

We hope to see you at our district picnic on May 16 at Kennedy Grove (Frenchman's Curve site) in El Sobrante. For more details about the event, see page 28.

Apprenticeship Spotlight

Congratulations to **Martin Saavedra** for completing the Construction Equipment Operator (CEO) apprenticeship program and joining the ranks of journey-level operator. Saavedra worked throughout his apprenticeship with **Appian Engineering**.



CEO Martin Saavedra.

Drill Tech secures service contract with Valero

Work in western Solano and Napa counties is slow due to Mother Nature’s healthy dose of wet weather this winter. Some projects slated to start back up include **North Bay Construction’s** work on Hwy. 121 at Duhig Road in Napa and **Argonaut Constructors’** flood-control project in St. Helena. At the present time, **Bay Cities Paving & Grading** remains busy at American Canyon High and on a new project at Napa Memorial Stadium. Newly signed contractor **Suulutaaq** is working with **Kiewit Pacific, North Bay** and **Castle Concrete Pumping** on the flood-control project in downtown Napa, which is keeping plenty of hands busy. In Vallejo, **Team Ghilotti** is installing new water lines in the Sage Street area near the fairgrounds, and **Ghilotti Construction** is completing some underground work at Green Island Road in American Canyon.

At the Valero Refinery in Benicia, the VIP Project is still in full swing. Working day and night shifts, about 45 operators are keeping things running smoothly for the signatories working within the refinery. One of those signatory companies is **Drill Tech Drilling & Shoring**. We would like to congratulate **Drill Tech** for recently securing a service contract with Valero that has historically been held by non-union contractors. The last contractor awarded the contract was not only non-union, but

also from out of state. **Drill Tech** is a local company based out of Antioch that earned the service contract not because of monetary factors but solely based on the merit of its exceptional work and outstanding efforts.

As a reminder, a Construction Career Fair will be held on Saturday, May 15 from 10 a.m. to 2 p.m. at 800 Chadbourne Road in Fairfield. Representatives from the Operating Engineers and other trades will be on hand to discuss apprenticeship opportunities. A free CPR/First Aid certification class is also available. For more information, contact **Mike White** with the Carpenters Training Center at (707) 399-2880.

Finally, don’t forget to pick up your tickets to our District Picnic, which will be held on Sunday, May 23. This year’s picnic is being held in conjunction with the Sacramento District at the Creekside Country Club Park in Winters. We will have a barbecue lunch, games and fun for the whole family, and of course, lots of great raffle prizes. Tickets are available at both district offices or can be purchased at the event. We look forward to seeing you all there.

Correction: Shop Steward John Cullinan was misidentified in the April *Engineers News*.

STOCKTON | 1916 North Broadway, Stockton, CA 95205 ▪ (209) 943-2332

Upcoming projects will create 30,000 new jobs

Summer is almost upon us, and the work season has begun. Members have been working on the Delta Water Supply Project (DWSP) since late February. Ninety percent of this project is union. With help from our labor-friendly politicians, we secured an apprentice training contract with the only non-union employer on this job. This agreement will allow us to show this employer the quality of our well-trained apprentices and demonstrate what our skilled workforce can offer.

Robert Bothman Construction continues work at the Stagg High football stadium, which should be completed by year’s end. **Teichert Construction** is working on sidewalk improvements at River Island Parkway in Lathrop. **Robert Burns Construction** is at the Port of Stockton placing additional Aggregate Base (AB) on top of existing AB to about a foot above original grade, installing three track spurs, constructing two access roads and doing minor excavation of an existing natural-gas pipeline. **Teichert** is grading and paving at the new DMV office

on Lincoln Street. At the time of this writing, the **Teichert Construction** shop in Stockton has fired back with all hands on deck to perform winter repairs on its equipment to get ready for the 2010 work season. This includes **Rick Guadagnolo, Vic Bakarich, Shop Foreman Mike Fouts, Mark Shively, John Keiser, Elbert Patterson** and **Jeff Pasquetti**.

Future public-works projects include three state prison medical facilities, a veterans’ administration health clinic, a new San Joaquin County Superior Court and nine major highway projects. These will create 30,000 new jobs for the local economy, including construction jobs. The Airport Way streetscape beautification project in Stockton is set to bid soon. Two overpasses and one underpass on Eight Mile Road should also bid this year. **Knife River** has secured multiple overlay projects in and around Stockton that range from \$1 million to \$7 million per project. Buena Vista Casino is set to start this month and will cost upwards of \$40 million. The Port of Stockton is looking to

build two 600-megawatt power plants; the start date is pending.

In other good news: The Stockton Hall received an appreciation award from the Stanislaus Democratic Club for all of OE3’s support over the years at its annual crab feed.

The upcoming June primary election is nearing, and we all need to elect candidates who support working families and keep the ones we currently have to help us in our fight to bring jobs to our members. Given the current economy, it is crucial for Local 3 members to get involved. Too often, we wait to respond until the red lights are flashing. Well brothers and sisters, the red lights are flashing. We must voice our opinion at the ballot box and keep hitting that box every election to avoid what this country is currently experiencing. Please refer to pages 4 and 5 in this publication for labor-endorsed candidates who support our working family issues. Remember: Each and every vote counts.



From left: Rick Guadagnolo, Vic Bakarich, Shop Foreman Mike Fouts, Mark Shively, John Keiser, Elbert Patterson and Jeff Pasquetti perform winter repairs on Teichert Construction’s equipment.



From left: Grievance Committee members Nate Herbert and Dean Fadeff, District Rep. Nate Tucker, Grievance Committee member Randy White and Executive Board member Dennis Dorton display the appreciation award the Stockton office received from the Stanislaus Democratic Club.

Mercer Fraser builds ‘may be’ bridges and permanent ones

On Hwy. 169 out of Weitchpec, **Mercer Fraser** is replacing four bridges at various locations along the highway. Bridges at marker numbers 304, 305, 306 and 307 are being torn out and reconstructed to modern specs. The winning bid for the project was \$7.9 million – that’s about \$2.1 million under the engineers’ estimate of \$10.1 million. The old, wooden bridges were originally built in the early 1900s as only temporary, but they still stand in 2010. Guess temporary is in the mind’s eye!

Mercer Fraser has already replaced some of the bridges with temporary ones, and they are quite amazing. They can expand to different lengths. Operating Engineers Foreman **Bill Clifton** describes them as “may be” bridges. Excavator Operator **Hugh Shannon** is

building two in and out approaches for the drill rig, among other things. He also brings the loader with forks across the bridge to load the next steel cages. Drill Operator **Joe Cuneo** with **Jarrett Drilling** said his task is pretty easy, because the rock is soft, unlike some of the granite he has drilled on for different projects. The job started last year and is expected to continue for about 410 days.



Operator Joe Cuneo of Jarrett Drilling.

Excavator Operator Hugh Shannon works on Hwy. 169.



HAWAII | 1075 Opakapaka St., Kapolei, HI 96707 ▪ For all branches, call (808) 845-7871

Operators address severe flooding problems in Lahaina

February 2010 was a blessing, as we saw the grand opening of the long-awaited, north-south road in Kapolei, Oahu, which was completed by several skilled operators with **Goodfellow Brothers**.

In Kekaha, Kauai, **Goodfellow** operators are working on the sand bottom of a landfill, including Party Chief **Jonathan Viado** and GPS Dozer Operator **Bryan Dato**, both five-year members, and Water Truck Operator **Rodney Baptiste**, a three-year member. Six-year member **Jeffrey Orsatelli**, three-year members **Larry Yasao** and **Clyde Mukai**, five-year member **Bradley Hiranka** and 35-year member **Sale Potts** are also on the jobsite.

On the other side of Kauai, **Kauai Builders** is working on the Waimea water-tank job. Operators include 15-year member **Richard Waalani Jr.**, seven-year member **Eric Taniguchi** and 21-year member **Alan Carvalho**.

In Lahaina, **Kiewit Pacific Co.** is working on the \$6.1 million first phase of the Lahaina watershed project, which addresses severe flooding that consistently hits the Lahaina area by routing floodwaters from the West Maui Mountains around portions of Lahainaluna Road, Luakini Street and the Wainee area of Lahaina Town. The project includes detour work, embankments, structure excavation, installation of a Con/Span, grouted rip rap and construction of a series of channels and basins designed to intercept runoff before it reaches Lahaina Town.

The county of Maui gave **Kiewit Pacific Co.** a Notice To Proceed (NTP) on Dec. 14. After a readiness review with the

area manager and job sponsor, **Kiewit** began mobilizing the third week in December. According to the current schedule, the project should be completed by late July. Members on the job include **Paul Greathouse**, **Scott Ulin**, **John Pua**, **Gilbert Kahaleauki Jr.** and **Keith Weigel**.

The job was originally bid in 2005 and awarded in early 2006. Due to land acquisition issues, the NTP was not immediately issued. Lahaina Town and **Kiewit Pacific Co.** are excited to get this project underway after the hard work and commitment of many engineers and designers.

The safety program has been off to a great start. We have an experienced crew who sets the standard for safety in all operations. We use the resources provided by the **Kiewit** safety program and communicate our expectations on a daily basis.

On March 17, District 17 completed the first eight-hour Hazwoper Supervisor Course. Local 3 members attended as did management from **RHS Lee Trucking**, a local signatory contractor. With strict hazardous-material standards, jobsites are requiring these types of certifications for our members and contractors. The Hawaii Joint Apprenticeship Committee (JAC) supports the efforts of providing these safety certifications for participating contractors and our members, because it brings contractors and members together in the classroom and in the field, which translates to a safer work place for all.



From left: Fifteen-year member **Richard Waalani Jr.** (shown carrying his “assistant” **Kahi**), seven-year member **Eric Taniguchi** and 21-year member **Alan Carvalho** work on the Waimea water-tank job.



From left: **Goodfellow Brothers’** Party Chief **Jonathan Viado**, GPS Dozer Operator **Bryan Dato** and Water Truck Operator **Rodney Baptiste** work on the sand bottom of a landfill.



Operators work on the Lahaina watershed project.

I-5 gets third lane in Cottonwood



Bob Woodfill



Mike Payne



Steve Proaps

District 70 would like to thank all of the members who participated in the Fair Industry Strike Training (FIST) held at the Redding Hall in March. (For more information and photos, see pages 18 and 19.) We would also like to thank everyone who attended the Occupational Safety and Health Administration (OSHA) 10, 40-hour Hazmat and Mine Safety and Health Administration (MSHA) courses. Having well-attended classes is a great reflection of the membership in our district.

As of March 18, we had 87 dispatches for the year. The state of California has \$900,000 worth of work to let in our district. **Q&D Construction** is replacing two existing bridges with two cast-in-place concrete structures in Susanville. **Sierra** is realigning the roadway and the approach to the new Antlers Bridge in Lakehead. **Tutor-Saliba**, the company that is building the Antlers Bridge, has been slowed in its progress due to Shasta Lake’s high water level. **J.F. Shea** is realigning and paving several highways with the I-5 Turntable Bay job and the Hwy. 44 job in Viola. **Tullis Inc.** is building and paving a third lane on I-5 in Cottonwood. **Syblon Reid** is working on a fish screen and ladders project on Battle Creek in Manton. **Granite Construction** has work in Lassen County, overlaying Hwy. 395

near Willows Ranch Creek. **Knife River Construction** is working on an overlay job on Hwy. 36 in Paynes Creek. **Sierra Nevada Construction** was awarded two jobs in Lassen and Sierra counties, removing and replacing pavement and constructing turn lanes. **Steve Manning Construction** has several paving jobs throughout the district, such as one on Hwy. 97 Mt. Hebron and Hwy. 44 Bogard Flats.

Unit 12

Shawn Overton has worked for the Department of Fish and Game since March 1994 and has worked as a tractor operator/mechanic in three state facilities: Grey Lodge, Yolo Bypass and the Butte Valley Wildlife Area. Overton is an air-boat operator and one of 10 state-certified instructors. He is a second-generation Department of Fish and Game employee and has two brothers who also work for the department. Overton is responsible for the maintenance of about two dozen pieces of equipment and 13,392 acres of wildlife area.



Fish and Game employee Shawn Overton works at the Butte Valley Wildlife Area.

Apprenticeship Spotlight

Third-step Construction Equipment Operator (CEO) Apprentice **Joe Granberry** is working for Tutor-Saliba on the Antlers I-5 Bridge replacement.



Third-step Apprentice Joe Granberry.

BURLINGAME | 828 Mahler Road, Suite B, Burlingame, CA 94010 ▪ (650) 652-7969

First Open Box Girder arrives for Bay Bridge

The work picture in San Francisco continues to buck the trend. Several large public-works and building projects keep operators working. At Ocean Beach, south of Sloat Boulevard, **Ghilotti Bros. Construction** is placing rip rap to save a portion of the Great Highway threatened by winter storms. On the west side of the city, **Mountain Cascade** is making progress with the San Andreas No. 3 pipeline, part of the San Francisco Public Utilities Commission’s (SFPUC’s) Water System Improvement Program (WSIP). On Doyle Drive, **C.C. Myers** and subcontractor **Malcolm Drilling** are working on the third of eight contracts that cover the replacement of the Golden Gate Bridge/Lombard Street connector. On the same project, **Ghilotti Bros. Construction**, **Maggiore-Ghilotti**, **Ghilotti Construction** and **St. Francis Electric** continue with the utility relocation contract. At the new Bay Bridge project, the first Open Box Girder (OBG) arrived, and **Smith-Emery** is inspecting welding as the sections are placed.

Even in the midst of one of the worst economic downturns in our nation’s history, District 01 is still seeing political opposition to putting members back to work. Senator Jim Bunning of Kentucky successfully and singlehandedly shut down **Ghilotti Bros.’** \$9 million Marin Headlands paving job for a couple weeks because of his filibuster in Washington, D.C. Transportation Secretary **Ray LaHood** said of the shutdown: “As American families are struggling in tough economic times, I am keenly

disappointed that political games are putting a stop to important construction projects around the country.” Unfortunately, politics and project funding is a reality in our industry. Locally, we have politicians on the Peninsula and in San Francisco who would like to prevent the High Speed Rail and other construction projects from being built. It is important to support the Local 3 endorsed candidates, which can be found on pages 4 and 5 of this edition, because they have committed to these key pieces of infrastructure.

At a recent rally attended by Local 3 members, San Francisco Mayor **Gavin Newsom** sponsored Stimulus legislation that would create thousands of construction jobs in the city and county of San Francisco by deferring development fees and fast-tracking the permitting process. There is plenty for us to do to get work moving again in the city and on the Peninsula, and we will keep asking people to attend events to make it happen.



Operating Engineers Chris Giordino, Randy Davidson, Joe Alfaro, Rich Carrilla and Jason Enna place rip rap at Ocean Beach in San Francisco for Ghilotti Bros. Construction.



Elevator Operator Howard Schroyer.



Crane Operator Ben Scott.



Crane Operator Joe Showman.

Geo-thermal plant being built at Moffett Field

As we move into a new work season in California, we are negotiating the Master Agreement and the Master Landscape and Sweeper agreements. Also up for negotiations in District 90 will be the Rock and Gravel and Concrete Batch Plants. The Greenwaste Recovery, Refuse and Disposal negotiations will happen toward the end of 2010.



Picture Drilling Operator Lee Willard and Assistant to the Engineer Eden Espinoza.

On a sad note, past business manager and International Union of Operating Engineers (IUOE) vice president **Tom “T.J.” Stapleton** passed away on Feb. 23, 2010. He truly was a great labor leader for unionism nationwide. He was active in Local 3 even after his retirement in 1996. He sat on the California High Speed Rail Authority Board. Today, his seat is held by current Business Manager and IUOE Vice President **Russ Burns**.

Granite Construction of Santa Clara is busy with its hot plants for a large-scale overlay project on Hwy. 101 in San Jose. In the southern part of District 90, **Granite** is finishing the Salinas Airport and Hwy. 101 projects from Gonzales to King City. Carmel Valley Ranch has three of our signatory contractors working for the resort: **Preston Pipelines, Duran and Venables and Doyle’s Works**.

In Santa Cruz County, **Mountain Cascade** is replacing sewer mains and storm drains in Aptos. Also in Aptos, **Pacific Underground Construction** was awarded a job on Cathedral Drive for its main replacements.



Crane Operator Greg Diener.



Oiler Mike Maynard.

In the north end of our district, a geo-thermal plant is being built for a new building at Moffett Field. **Picture Drilling** is constructing the plant, which will provide heating and cooling features for the two-story building across the street. **Sheedy Hoist** is erecting the steel for this project.

Remember, the District 90 picnic will be held on July 10 at Christmas Hill Park in Gilroy. Bring your family and enjoy the day.

Please remember to keep current on the out-of-work list. You can call the Hall at the number listed above to update your registration.

Be careful, and work safe.

ROHNERT PARK | 6225 State Farm Drive, Suite 100, Rohnert Park, CA 94928 ▪ (707) 585-2487

A day in the field

Member **Ryan Strausborger**, a Santa Rosa technician trainee, submitted a story about a mechanic’s day in the field. This is an excerpt. For the full story, visit www.oe3.org.

I was sitting in the hot seat, although it was actually pretty cool that day: I was getting my review and everything was going well.

“So let’s see, Ryan – for your next review, I would like to see you in the field again, but this time with another mechanic,” Eric Thomasson said to me.

Stephen Braithwaite, my shop foreman, had a light go on above his head and chimed in with, “You know, Eric, it would be good for Ryan to help Gordon with the project he’s working on.” And so it was set: I was going to help Gordon.

I’d recently overheard Stephen and Gordon discussing something about what Gordon was doing. The terms “disgusting,” “foul-smelling” and “gross” were mentioned. Well, this should be exciting, I thought.

I had to find out what I was in for. Not that it made any difference; I would do whatever they asked, but I had to allow myself some prep time. I found Stephen telling Gordon that he would have a helper for the next few days. “Sorry to interrupt, guys,” I said, “but what exactly are you working on, Gordon?”



Santa Rosa Technician Trainee Ryan Strausborger.

“I have to pull the torque converter, transmission and both finals on a D8 at a landfill transfer station,” Gordon replied. It seemed the machine’s power-train cooler had leaked ELC into its oil lines, causing the ELC to not only clog the filter, but run throughout the entire power-train system. The entire power train would need to be removed for cleaning and inspection.

The next morning, I stumbled out of a deep sleep. It was 4:15 a.m. Not even God himself had awoken to turn the lights on outside, and I had to get up? It seemed unfair, but I only had to wake up this early once more; Gordon and the other field mechanics do it all the time. I took a quick shower, had a bite to eat and was off to meet Gordon at the shop. ...

I was looking forward to working with Gordon; it had been well over a year since I last worked with him, and I wanted to

show him how much I’d learned. Since I last worked with him, I had removed several finals, transmissions and torque converters from various bulldozers. I no longer felt that I would just be getting in the way; I’d actually be helping. ...

After we got caught up, we went over what had to be done at the jobsite and came up with a game plan. Eventually, we arrived at the transfer station and meandered over to the broken machine.

Gordon had already removed the D8’s transmission the day before, so all that was left was its two finals and torque converter. We first had to time the tracks to allow us to separate them. Luckily for us, the tracks were pretty close to being timed, and all we had to do was push the machine forward about 3 feet. With help from one of the landfill operators and gentle persuasion from a 950 wheel loader, we pushed the D8 until its master links were in the right location.

With the track separated, I began removing the finals while Gordon was in the cab preparing the torque converter for removal. Once Gordon was ready for the torque converter to be lowered, I crawled below the machine to help guide the torque converter down and out. ...

To find out what happened next, visit www.oe3.org and look for the link below Breaking News.

DISTRICT MEETINGS

All meetings convene at 7 p.m.

MAY 2010

- 4th

District 04: Suisun City
Veterans' Memorial Building
427 Main St.
- 4th

District 30: Stockton
Italian Athletic Club
3541 Cherry Land Drive
- 5th

District 50: Clovis
Veterans' Memorial Building
453 Hughes Ave.
- 5th

District 80: Sacramento
Operating Engineers' Building
3920 Lennane Drive
- 6th

District 10: Ukiah
Hampton Inn
1160 Airport Park Blvd.
- 11th

District 20: Martinez
Plumbers 159
1304 Roman Way
- 11th

District 40: Eureka
Best Western Bayshore Inn
3500 Broadway
- 12th

District 70: Redding
Operating Engineers' Building
20308 Engineers Lane
- 12th

District 90: Morgan Hill
Operating Engineers' Building
325 Digital Drive
- 13th

District 01: Burlingame
Transport Workers Union
1521 Rollins Road
- 13th

District 60: Oroville
Southside Oroville Community
Center
2959 Lower Wyandotte

JUNE 2010

- 2nd

District 11: Reno
Operating Engineers' Building
1290 Corporate Blvd.
- 3rd

District 12: Utah
IBEW Local 354
3400 W. 2100 S.
- 8th

District 17: Honolulu
1075 Opakapaka St.
Kapolei
- 9th

District 17: Kona
King Kamehameha Kona
Beach Hotel
75-5660 Palani Road
- 10th

District 17: Maui
Maui Beach Hotel
170 Kaahumanu Ave.
Kahului

JULY 2010

No meetings scheduled.

Honorary Members

The following retirees have 35 or more years of membership in Local 3 as of March 2010 and are eligible for Honorary Membership effective April 1, 2010.

Charles L. Billings	1637601	District 11: Nevada
Raymond Guerrero	1121939	District 17: Hawaii
Mark Himan	1627904	District 90: Morgan Hill
Gregory Kamai Sr	1451729	District 17: Hawaii
Leonard Kutz	1178421	District 99: Out of Area
Keith McPherson	1606658	District 10: Rohnert Park
Wilbur Neufeld	1199217	District 01: Burlingame
Patrick Neves	1344658	District 17: Hawaii
Donald Poepoe Sr.	1446508	District 17: Hawaii
Harry M. Pond	1196378	District 40: Eureka
C. Solberg	1631682	District 30: Stockton
Vernon Souza	1600668	District 17: Hawaii
Carl Weiss	1562957	District 80: Sacramento
Walter Whitefield	1511232	District 20: Oakland

GET READY FOR PICNIC TIME

It's hard to believe it's district picnic time again. Listed below is the picnic schedule for 2010. Mark your calendars. Please note: The Retiree Picnic will be held on Saturday, June 5 at the Rancho Murieta Training Center (RMTc).

- Nevada District 11: Saturday, May 15
- Oakland District 20: Sunday, May 16
- Fairfield District 04: Sunday, May 23
- Sacramento District 80: Sunday, May 23
- Retiree Picnic: Saturday, June 5
- Burlingame District 01: Sunday, June 13
- Redding District 70: Saturday, June 19
- Morgan Hill District 90: Saturday, July 10
- Hawaii District 17: Oahu, Sunday, Aug. 29
- Kauai, Saturday, Sept. 25
- Maui, Saturday, Oct. 2
- Kona, Saturday, Dec. 4

- Fresno District 50: Has decided not to hold a picnic this year.
- Yuba City District 60: Has decided not to hold a picnic this year.
- Fairfield District 04 and Sacramento District 80 will be having a joint picnic.

- District 11: Nevada District Picnic Details
- Saturday, May 15, noon to 3 p.m.
- Lazy 5 Regional Park, 7100 Pyramid Highway, Sparks
- Menu: Pulled pork, barbecue chicken, baked beans, cole slaw, rolls, fresh fruit, ice cream and refreshments
- Cost: Retirees and children under 5 – free, adults – \$10 each, \$25 family (two adults, two children)

- District 20: Oakland District Picnic Details
- Sunday, May 16, 11 a.m. to 3 p.m.
- Kennedy Grove (Frenchman's Curve site), El Sobrante
- Menu: Tri-tip, chicken, Caesar salad, beans, garlic bread, watermelon, desserts, beer, wine, sodas and water
- Cost: Retirees – \$5, children 10 and under – free, adults – \$10 pre-sale, \$12 at the door
- Other information: Parking at gate is \$5 per car, \$2 per dog. Raffle prizes, bounce house, piñata and cotton candy. Bring your gear for softball; horseshoes

- District 04 and 80: Fairfield and Sacramento Picnic Details
- Sunday, May 23, 11:30 a.m. to 4:30 p.m.
- Creekside Country Club Park, Winters
- Menu: Chicken, tri-tip, hot dogs, hot links, beans and salad
- Cost: Retirees and children under 12 – free, adults – \$10
- Other information: Lunch served from 12:30-2:30 p.m. Volleyball, horseshoes, bounce house, face painting

- District 01: Burlingame District Picnic Details
- Sunday, June 13, 11 a.m. to 3 p.m.
- Coyote Point Recreation Area, Eucalyptus picnic areas three and four, 1701 Coyote Point Drive, San Mateo
- Menu: Tri-tip, salad, hot dogs, cake, soda, beer and lots more
- Cost: Retirees and children – free, adults – \$10
- Other information: Lunch served at noon. Astro jump, raffle and prizes. Must present ticket at door. Parking at gate is \$5 per car

- District 70: Redding District Picnic Details
- Saturday, June 19, 11 a.m. to 2 p.m.
- Anderson River Park, 2800 Rupert Road, Barbecue Area No. 1, Anderson
- Menu: Pit-roasted beef-cross rib roast, green salad, barbecue beans, bread, fruit, ice cream and beverages
- Cost: Retirees – \$6, children ages 6 to 12 – \$4, children under 6 – free, adults – \$10
- Other information: Raffle, band, dancing and games for the children

New members

Congratulations to the following new members:

District 11: Nevada
Jesse Stretch
Dale Vanderlinden

District 12: Utah
Cory Holliday

Congratulations to the 2010 Political Action/
Grievance Committee members

District 01: BURLINGAME

David Daneluz
Gene A. Pratt
Jeffrey Scott

District 04: FAIRFIELD

Ronald Kultti
Frank Maxwell
William R. Pursel

District 10: ROHNERT PARK

Randy Bryson
Alec M. Giddings
Darcy Harlan

District 11: RENO

James L. Corless
Mitch Gallagher
Francis Lane

District 12: SALT LAKE CITY

Doug Archibald
Michael Holliday
Gordon D. Purcell

District 17: HONOLULU

James D. Arthur Sr.
Trevor Hugo
Daniel Wailehua

District 17: HILO

Maitland K. Akau Jr.
John E. Sauer
Russell K. Tam

District 17: MAUI

Dwight Burns
Alvin Kuehu Sr.
Darrel Waikiki

District 17: KAUAI

Eugene K. Pa
Buddy Victorino
Presley Wann

District 20: OAKLAND

Jerry Z. Hunt
Loretta McClinton
Roy J. Petrini

District 30: STOCKTON

Dean Fadeff
Nathan Herbert
Randolph White

District 40: EUREKA

Michael R. Conway
Kevin Reynolds
Frank J. Rojas

District 50: FRESNO

Leonard "Jess" Harper
Danny Henry
Robert R. Moock

District 60: YUBA CITY

Gary Fincher
Jeffrey Hunerlach
Joseph E. Wurm

District 70: REDDING

Jason Chipley
Greg Plympton
David Williams

District 80: SACRAMENTO

David Dokes
Brett Dufrey
Tom Sievwright

District 90: MORGAN HILL

Edward F. Estrada III
Larry Watson
Douglas Zachary

DEPARTED
MEMBERS

Anderson, J
Challis, ID
District 99
02-16-10

Armstrong, Richard
Kaneohe, HI
District 17
11-28-09

Bernal, Richard
San Jose, CA
District 90
01-24-10

Berstler, Virgil
Sanger, CA
District 50
01-30-10

Beverly, William
Fallon, NV
District 11
02-27-10

Bills, E
Elko, NV
District 11
02-19-10

Bowersmith, Kenneth
Yuma, AZ
District 99
01-26-10

Bowman, David
Chico, CA
District 60
02-17-10

Briggs, Clinton
Sacramento, CA
District 80
01-14-10

Brumfield, Frank
Clearlake, CA
District 10
02-16-10

Carmichael, William
Concord, CA
District 20
12-09-09

Contrades, Peter
Kaunakakai, HI
District 17
01-03-10

Cowin, Rodney
Prescott, AZ
District 99
01-14-10

Cowlshaw, Roy
Fairview, UT
District 12
02-12-10

Cox, Mike
Fresno, CA
District 50
01-15-10

Deamaral, Mervyn
Merced, CA
District 50
01-17-10

Deardorff, Stephen
The Dalles, OR
District 99
01-14-10

Elrod, Ed
Reno, NV
District 11
01-17-10

Fiedler, Rex
Hawthorne, NV
District 11
12-15-09

Furnal, David
San Jose, CA
District 90
12-25-09

Gabski, Joe
Chico, CA
District 60
01-17-10

Henriques, Rollin
Fremont, CA
District 20
02-14-10

Itamura, Masami
Honolulu, HI
District 17
12-22-09

James, Andrew
Rohnert Park, CA
District 10
02-05-10

Kawaakoa, Richard
Waianae, HI
District 17
01-16-10

Keisel, Verl
Castle Dale, UT
District 12
01-30-10

Kingery, Roy
Wickenburg, AZ
District 99
01-17-10

Laws, Percy
Walnut Creek, CA
District 20
12-27-09

Mastro, James
Pueblo, CO
District 99
02-17-10

Midkiff, Ralph
Oroville, CA
District 60
12-03-09

Miha, Clement
Kaneohe, HI
District 17
02-27-10

Montez, Joe
Marysville, CA
District 60
02-22-10

Mullenau, N
Nevada City, CA
District 80
02-12-10

Murdock, Sandy
Friant, CA
District 50
01-24-10

Nishida, Jitsuo
Hilo, HI
District 17
01-20-10

Palacio, John
Yuba City, CA
District 60
11-29-09

Ragan, Harold
Martinez, CA
District 20
01-08-10

Rakich, Vern
Paradise, CA
District 60
01-24-10

Rubenaker, Clark
Sunnyvale, CA
District 90
01-18-10

Smith, Athel
Turlock, CA
District 30
01-21-10

Smith, James
Oroville, CA
District 60
01-23-10

Smith, William
Weatherford, TX
District 99
02-14-10

Speck, John
Reno, NV
District 11
02-07-10

Stapleton, Thomas
Petaluma, CA
District 10
02-23-10

Topken, Arthur
Emmett, ID
District 99
02-05-10

Turner, Hosie
Salem, OR
District 99
01-03-10

Wall, Lionel Jr.
Layton, UT
District 12
02-03-10

White, Marvin
Aptos, CA
District 90
01-25-10

Ybarra, Richard
Alameda, CA
District 20
01-28-10

DECEASED
DEPENDENTS

Arnold, Evelyn.
Wife of Arnold,
Gottlieb (dec)
02-21-10

Bogart, Cherie.
Wife of Bogart,
Wilburn (dec)
02-10-10

Branaugh, Shirley.
Wife of Branaugh,
Bob
01-16-10

Brownlee, Edward.
Husband of
Brownlee, Linda
10-30-09

Buchanan, Vickie.
Wife of
Buchanan, Wayne
02-03-10

Cervantes, Angela.
Wife of
Cervantes, Jose Jr.
02-21-10

Cowley, Marie.
Wife of Cowley,
Stanley (dec)
02-22-10

Eleazarraraz, David.
Son of
Eleazarraraz,
Mike (dec)
01-14-10

Engle, Vera.
Wife of Engle,
William (dec)
01-27-10

Halliday, Elaine.
Wife of Halliday,
Stephen (dec)
01-31-10

Harris, Tillie.
Wife of Harris,
William (dec)
02-18-10

Jones, Maria.
Wife of Jones,
Rodney
02-02-10

Lui, Margaret.
Wife of Lui,
Joseph Sr.
02-06-10

Luna, Antonia.
Wife of Luna,
Vicente
02-01-10

Miyamoto, Grace.
Wife of
Miyamoto, Harold
01-22-10

Pahukoa, Wanda.
Wife of Pahukoa,
Abraham (dec)
01-26-10

Pritchard, Lucille.
Wife of Pritchard,
Ralph (dec)
01-20-10

Rhodes, Daryl.
Husband of
Rhodes, Susan
11-29-09

Stonecipher, Genevieve.
Wife of
Stonecipher,
Clyde (dec)
02-19-10

Sullivan, Lois.
Wife of Sullivan,
Leslie (dec)
01-15-10

Vanwinter, Juanita.
Wife of
Vanwinter, Harold
(dec)
02-11-10

Zarzana, Manola.
Wife of Zarzana,
Jerry
02-16-10

Retiree beats cancer, returns to work

By Mandy McMillen, managing editor

Many of us today feel as though the economic crisis is destroying us, and now, there is scientific evidence to prove this. “Times of economic stress lead to increased rates of depression,” said Dr. Christopher Palmer, director of continuing education at McLean Hospital in Belmont. “It exacerbates illness in people who have been chronically depressed. But also causes new cases of depression.” And everyone knows that depression brings a whole host of poor side effects with it, from insomnia and cardiovascular disease to alcoholism and divorce.

Yet, former crane operator and current Retiree Melvin Kahahane will tell you that while you may not be able to control your circumstances or even your health, you can control your response, and it is your response that could save your life.

Kahahane knows all about responding to dire situations. Ten years ago, he began experiencing terrible backaches that physical exams and chiropractic treatments could not fix. He worked through the pain for about a year, until his back gave out at work. His doctor noticed that his hips and spine were out of alignment and sent him in for X-rays. On Sept. 12, 2001, an X-ray determined there were cancerous tumors in his lung and left hip.

At that time, Kahahane “was pretty sick already” with pain, so the diagnosis “didn’t really sink in.” But when the “doctor told me to get my family together – that I was dying,” he knew his condition was serious.

His response? Rather than get weighed down by the severity of his circumstances, Kahahane fought back with a smile.

“I’ve always been fortunate to have good people around me – smart people who cared. I had to rely on my faith in God, my family, my friends and my golf clubs to get me through this hard time. God strengthened my faith. He gave me my family and friends to cry with, play golf with and help me get around.”

After the diagnosis, Kahahane underwent 25 sessions of radiation and four months of chemotherapy for a total of more than a year of treatments. These treatments, intended to attack the cancer cells, also attack the body.

“They zap the energy right out of you,” Kahahane remembers. “I’d have the treatments on Monday and then by Wednesday I couldn’t move. ... I knew that the cancer would either kill me or I would get better. Unfortunately, the radiation left my bones so weak that I ended up breaking my hip, because the cancer destroyed my hipbone and ate part of my pelvis.”

In May 2002, Kahahane’s cancer had shrunk to a manageable size, and he was strong enough to undergo hip-replacement surgery, which was successful.

I had to rely on my faith in God, my family, my friends and my golf clubs to get me through this hard time.

In June 2002, the doctors said Kahahane was “cancer-free,” yet the cancer returned, attacking his lung again that same year. The doctors removed the lung in October 2002.

In June 2003, his battle with cancer finally ended, and Kahahane won. From 2003 to 2004, he recuperated, and in 2005, he gave up his disability benefits, something he thought he would never be able to do, and returned to work for another five years until his retirement at age 65.

Kahahane has been cancer-free ever since.

His advice to folks currently dealing with their own “demons,” whether financial, emotional or physical, is to: “Hang in there. Always be good to somebody, and it comes back around. Love and respect for one another goes a long way.”

Kahahane’s wife, Pat, is also a big reason for his recovery. “My inspiration,” he said.

“She told me since I have been given a second chance at life we should live it to the fullest. Now every year we take a trip somewhere.” They have been to Barcelona and China and on several cruises.

“I have a good life; the Lord has been good to me,” Kahahane said.

He and his wife live in Maui.



Cancer survivor and Retiree Melvin Kahahane.



Former crane operator Melvin Kahahane, left, works in Maui in 2009.

More home remedies from famous retiree

Back by popular demand, a few more of Kenneth “Medicine Man” Brockman’s home remedies are listed below. Please remember to consult your physician before trying any home remedy.

To cure poison oak: “The Redding Indians say to boil Manzanita leaves and wash with them. Feather Falls Indians do the same with pussy-willow leaves. Lye soap often works too, but if all else fails, rub household ammonia on the spot two times a day to kill the poison.”

To cure ear/sinus infections: “Put one drop of Stevia clear sweetener to 10 drops of water in an eye-dropper and put about five drops of the mixture in each nostril at night and again the next morning. Also: Put a clove of garlic in each ear. Should be cured by morning.”

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:
johnston@oe3.org

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

FOR SALE: 20 acres – can be split – on county-maintained road. Easy drive to five national parks, heavy treed, 2,130-square-foot triplewide, 3 bd/2 ba, Whirlpool garden tub, open plan, GE stainless steel appliances, Maytag Neptune washer/dryer, pellet stove, large deck, 28-by-32 garage included, John Deere backhoe, large/small tillers, lawnmower, tools, furniture. \$250,000. (435) 587-9183. Reg# 2241844.

FOR SALE: 15 treed acres on knoll, easy access, utilities close by, five min to Priest River, Idaho, and less than an hour to Coeur d'Alene, Idaho and Spokane, Wash. \$115,000. (208) 255-6933. Reg# 2004942.

FOR SALE: A 2006 Custom Chopper S&S 124 cubic inches. Super Sidewinder polished engine, Extreme frame with Progressive air suspension, Baker six-speed with Primo Hydraulic clutch, wheels and controls by PMI Inc. Custom paint: Black onyx with yellow flames outlined in emerald. More. Not a special construction; easy to license and insure. Under 800 miles. \$16,500 or reasonable offer. (805) 219-0201. Reg# 1986429.

FOR SALE: A 1986 Cat 426 backhoe, four buckets, GP, hoe clamp, extra valve front and rear, good rubber. Tubes in all tires. Has 600 hours in 18 years. Stored inside. Good condition. \$16,500. (707) 442-5265. Reg# 1620480.

FOR SALE: A 416 Caterpillar backhoe hydraulic pump. New take off. Two bolt mount. Part# 9T6857. Caterpillar

backhoe controls pump \$650. Controls \$300. New condition. (707) 442-5265. Reg# 1620480.

FOR SALE: A 3 bd/2 ba brick home in northeast Texas – Atlanta, Queen City area, 22 miles from Texarkana, Texas; 50 miles from Shreveport, La. C/HA, ceiling fans, tile, carpeting, wood laminate flooring, wood stove, laundry room, all electric, 1,963 heated square feet, two-car garage, 20 acres pasture and pecan trees, barn with 10 stalls, tack room, corral, outbuildings, more. \$300,000. (903) 799-7000. Reg# 1230337.

FOR SALE: Troy Bilt 8 HP Rototiller-Power Composter with PTO, includes V-sweep cultivator implement, manual. Excellent condition. \$800 OBO; 1987 Toyota 4WD newly rebuilt starter, oil and fuel filters and fuses (22R engine), \$50; original 1987 Toyota 4WD truck or 4Runner owners manual, repair manual, electrical wiring diagram manual, all three \$65; spare tire and tool kit, like new, \$30; (510) 223-6532. Reg# 0935703.

FOR SALE: A 14-foot Gregor fishing boat with 25 HP Yamaha, electric anchor, electric trolling motor, EZ loader/Sprint trailer. \$3,000. Also: A 2-inch Wacker Trash pump with 3.5 HP Honda, \$200. (510) 223-6532. Reg# 0935703.

FOR SALE: A 2001 Ford F-350 4X4 Supercab Lariat 7.3 Power Stroke Turbo Diesel V-8, 139,000 miles. New tires, new ball joints, transfer flow additional 57-gallon fuel system, air bags, front receiver, tork lift-frame mounted tie downs, camper ready. \$14,000. (530) 644-9850 or bigtandm@comcast.net. Reg# 0976122.

FOR SALE: A 2006 HOST “Rainer” camper 9.6 all aluminum frame, double slide with slide-out toppers. Low profile AC, TV/VCR, AM/FM/CD, micro/convection oven, refrig/freezer, 6-gallon water heater, upgraded escape hatch, queen bed, outside/inside shower, Onan 2500 generator, awning, remote-controlled electric jacks and more. Excellent condition. \$23,500. (530) 644-9850 or bigtandm@comcast.net. Reg# 0976122.

FOR SALE: Miller Tig welder. Dialarc H.F. constant current AC/DC Arc welding power source, 250 amps. Custom, self-contained rolling cabinet stand. Very low hours. Sacramento area. \$800. (916) 487-2201. Reg# 2046985.

WANTED: Shotguns, rifles, pistols and ammunition. From one to a whole collection. (559) 351-6615. Reg# 2123273.

FOR SALE: A 2000 5th wheel, Jayco Designer Model 3110 with three slides in excellent condition. Has island sink with many extras. Fallon, Nev. \$13,000. (775) 423-5372. Reg# 0702379.

FOR SALE: A 1994 diesel pusher 36J Bounder, Allison trans, 48,000 mil, queen rear bed. \$25,000. Located in Sallisaw, Okla. on I-40. Call Charley at (918) 776-0926 or e-mail cmorris@diamondnet.us. Reg# 1651736.

FOR SALE: 82 acres hardwood and seasonal stream, 40-by-60 barn, older 24-by-60 doublewide. Three septic systems, city water, electric. Located north of Sallisaw, Okla. \$185,000. Call Charley at (918) 776-0926 or cmorris@diamondnet.us. Reg# 1651736.

FOR SALE: Sixty 8-track tapes and 24 4-track. Oldies and the best of many voices. \$3 each, plus postage. (503) 639-4496. Reg# 0716361.

FOR SALE: Truck Crane. 25 Northwest mounted on dart carrier. Cat 318 diesel on top, Cummins on bottom. 60 feet of boom, 20-ton head block. Complete working machine. \$5,000 OBO. (530) 865-7306. Reg# 1051405.

FOR SALE: Yamaha 1998 YZ-250 and 2002 YZ-125. Well maintained by owner/mechanic. Both have green stickers/up-to-date DMV registrations. Comes with small parts, factory pipes, silencers, ramps, stand and fuel jug, riding gear, helmets, goggles, chest protectors, etc. Combined package: \$5,250 OBO. (209) 957-4001 or (209) 969-5963. Reg# 2237594.

FOR SALE: Male red nose Pit Bull. Fixed. Approximately 2 years old, 65 pounds. Good with people. Will not get along with his father. OK with other dogs. Tan, white. No fighting please. (925) 766-3590. Reg# 2521906.

FOR SALE: A 1963 Cadillac four-door. Runs good. All stock white original paint. Odometer reads 55,000. Works. \$2,950. Also: A 2000 Warrior trailer. Great shape. White. 23 feet. Self contained. Everything works. Back opens for toys. Carpet like new. \$8,000 OBO. (925) 766-3590. Reg# 2521906.

FOR SALE: A 1990 FJ 1200 Yamaha. Sport-touring motorcycle. Very good condition. Runs and looks good. \$1,800. Also: 2005 Dodge 2,500 stock wheels and tires, \$200. (510) 734-0294. Reg# 2299640.

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: An 8-foot-by-8-foot steel dump bed: \$700. A 1971 Dodge 1-ton truck: \$300. Two rebuilt starters, one for a 92 series Detroit and a 220 cummins engine for \$50 each. (530) 346-2918 or farmerar@cwnet.com. Reg# 1271053.

WANTED: Registered voters. It's a big political year for all four states in Local 3's jurisdiction, and we need to make sure we elect the right people into office. To do that, you need to be registered to vote. The final day to do so by mail for the primary elections in Nevada is May 8; in Utah and California it's May 24. Local 3 Political Department.

FOR SALE: A 2001 Dutchmen Classic, 27-foot fifth wheel. This fully loaded trailer has a dual slider, is equipped with lots of amenities and is in excellent condition. Must see. \$12,500. (408) 373-1089. Reg# 2536199.

FOR SALE: John Deere 110 TLB 2007, 233 hours, 4-in-1 front bucket, two buckets for hoe – 12- and 24-inch. Three point hitch arms and pto. Like new. \$38,000. (775) 423-8536. Reg# 2098722.

FOR SALE: Walk to work 1974 Dodge Class A motor home, 23 feet. Stand-up hot shower, propane heat, stove. Sleeps six. \$1,000 plus storage. (707) 709-8723 or aualloy@gmail.com. Reg# 1389404.

FOR SALE: A 2150 Seaswirl Striper 1/0 Volvo 5.7 two-axe trailer. New tires. Fresh water cooling. Great condition. Low hours. \$16,000 OBO. (209) 274-4557. Reg# 1117589.

FOR SALE: Classic 1958 Chris-Craft wooden boat. Has Ford 292 V8 engine, 125 horsepower. Great condition. \$9,500 OBO. (916) 687-6198. Reg# 2396395.

WANTED: Camper shell to fit 2004 Toyota Tundra long bed – standard cab – is mid size, and before 2007 models. If it's not in your yard, ask your friends. Good condition, reasonable price. (707) 887-1244. Reg# 2018324.

FOR SALE: EL-1 Level System. Laser and receiver with carrying case. Linker rod with engineers tenths. \$750. Small, portable, electric concrete mixer. \$150. (209) 852-9031. Reg# 1386841.

FOR SALE: A 2008 Fleetwood TT/Pendleton Gear Box 5th Wheel. Includes 5.5kw Generator (ONAN), built-in power washer, air compressor. All in excellent condition. Never been lived in. Currently financed through the Operating Engineers Federal Credit Union. Looking for someone to take over payments. Contact Vic at (530) 923-4878. Reg# 1276105.

FOR SALE: Truck and trailer combo. Turnkey operation, 1975 PETE 379 Tractor, 350 Cummins, 15-speed, new transmission, Jake, wet kit with 1975 Reliance 28-foot end dump, Calla beavertail lowbed. All in very good shape. Package: \$20,000. Will sell separately. (775) 750-7602. Reg# 2286063.

FOR SALE: A 1996 T-Bird V6 Ford, two-door. Replaced engine and transmission. New coil-springs, shocks, front and rear brakes and Michelin tires. Also: A 1991 Mercedes 190 E 2.6. Factory rebuild engine, rebuild transmission and new coil springs, shocks, front and rear brakes and Michelin tires. Must be sold. (707) 647-0480. Reg# 1644299.

FOR SALE: Two side-by-side cemetery plots. Chapel of the Chimes in Sacramento, Calif. \$1,800 each. (888) 483-6583. Reg# 0870831.

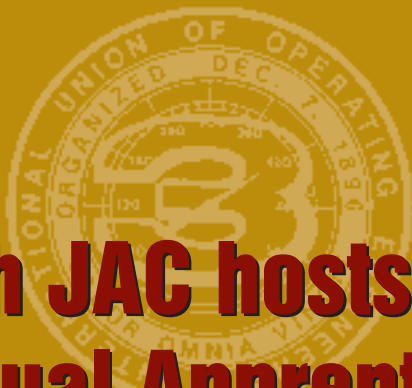
FOR SALE: A 1989 International Bobtail dump truck DT466. 32,000 gvw. Air brakes, 10 speed, 145,000 on rebuilt engine, chrome wheels, good tires. \$7,500. Also: A 1986 Miller Tilt Trailer. New paint, good tires, 20-ton air brakes. \$4,500. (209) 986-5526. Reg# 2354802.

FOR SALE: Player cigarette trading cards. “A character of Dickens” by John Player & Sons Tobacco Co. Cigar bands. Antique wooden cigar mold with 20 cavities; two original cigars, Pat. 1914. “Useful Birds of America” cards of Arm & Hammer and Cow Brand Baking Soda. Postcards circa 1905-1920; some stamped 1cent, some sent free and postmarked only, some new. (208) 734-5540. Reg# 1121987.

FOR SALE: Old bottles – 4 bitters, 2 amber, 2 clear; 1 amber round, 1 square, 1 clear round, 1 oval. Old bottles – 2 “black” glass 3 piece wood molded, 1 onion or captain's bottle. All date back to the early 18th century. (208) 734-5540. Reg# 1121987.

WANTED: Registered voters. It's a big political year for all four states in Local 3's jurisdiction, and we need to make sure we elect the right people into office. To do that, you need to be registered to vote. The final day to do so by mail for the primary elections in Nevada is May 8; in Utah and California it's May 24. Local 3 Political Department.

FOR SALE: Timeshare in Cancun – 2 bd/2 ba, can be split. On the water. Year-round use. Gold Membership, first on “Hotel Zone” from the airport. Part of Westin Hotel. Exchange for other properties for versatile travel. \$5,000 OBO. (714) 624-4641 or loretta4art@msn.com. Reg# 0868839.



Utah JAC hosts 32nd Annual Apprenticeship Graduation

The Utah Joint Apprenticeship Committee (JAC) honored the 2009 graduating class of apprentices on March 12 in Salt Lake City. Business Manager Russ Burns, President Fred Herschbach, Rec. Corres. Secretary Jim Sullivan, Salt Lake County Mayor Peter Corroon, officials from the Utah Department of Transportation and several Utah contractors attended the ceremony with the graduates and their families.

JAC Administrator Jeff Anderson awarded 22 completion certificates for 2009, and three special awards were given to notable apprentices: Tonga Perez received the Apprentice of the Year award, Bryan Hanson received the Iron Man award and Nicole Balliett received the Excel award. Also honored were Employer of the Year Geneva Rock Products and Supervisor of the Year Sean Furey with Commuter Rail Constructors.

Congratulations to all the graduates and honorees, and thank you to the JAC, Trustees, Office of Apprenticeship and Salt Lake Community College. They make this a successful program.

For more photos and a complete list of graduates, please visit www.oe3.org.



From left: Teresa Pullan, graduates Bryan Hanson and Melisa Johnston and first-step Apprentice Eric Greer visit at the awards ceremony.



From left: Graduate Jacob Michalak talks with President Fred Herschbach before dinner.



From left: JAC Instructor Randy Thacker presents Tonga Perez with the Apprentice of the Year award.



From left: Rec. Corres. Secretary Jim Sullivan congratulates Corby Ross on completing the program.



From left: Business Manager Russ Burns and President Fred Herschbach congratulate graduate Connor Stevens.



From left: Luz Maria and newly promoted Journeyman Jose Lopez pose for the camera. Lopez currently works for Granite Construction.



Nicole Balliett thanks the JAC staff after receiving the Excel award.



Graduate David Black.



Graduate Ray Steffensen.