

OPERATING ENGINEERS LOCAL UNION NO. 3

ENGINEERS

NEWS

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RUBY PIPELINE:
A 675-mile assembly line



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Operating Engineers Local Union No. 3

Table with 2 columns: Name and Title. Russ Burns (Business Manager), Fred Herschbach (President), Carl Goff (Vice President), Jim Sullivan (Rec. Corres. Secretary), Dan Reding (Financial Secretary), William Kalani Mahoe (Treasurer).

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For The Good & Welfare

By Russ Burns, business manager

High-speed rail takes huge step

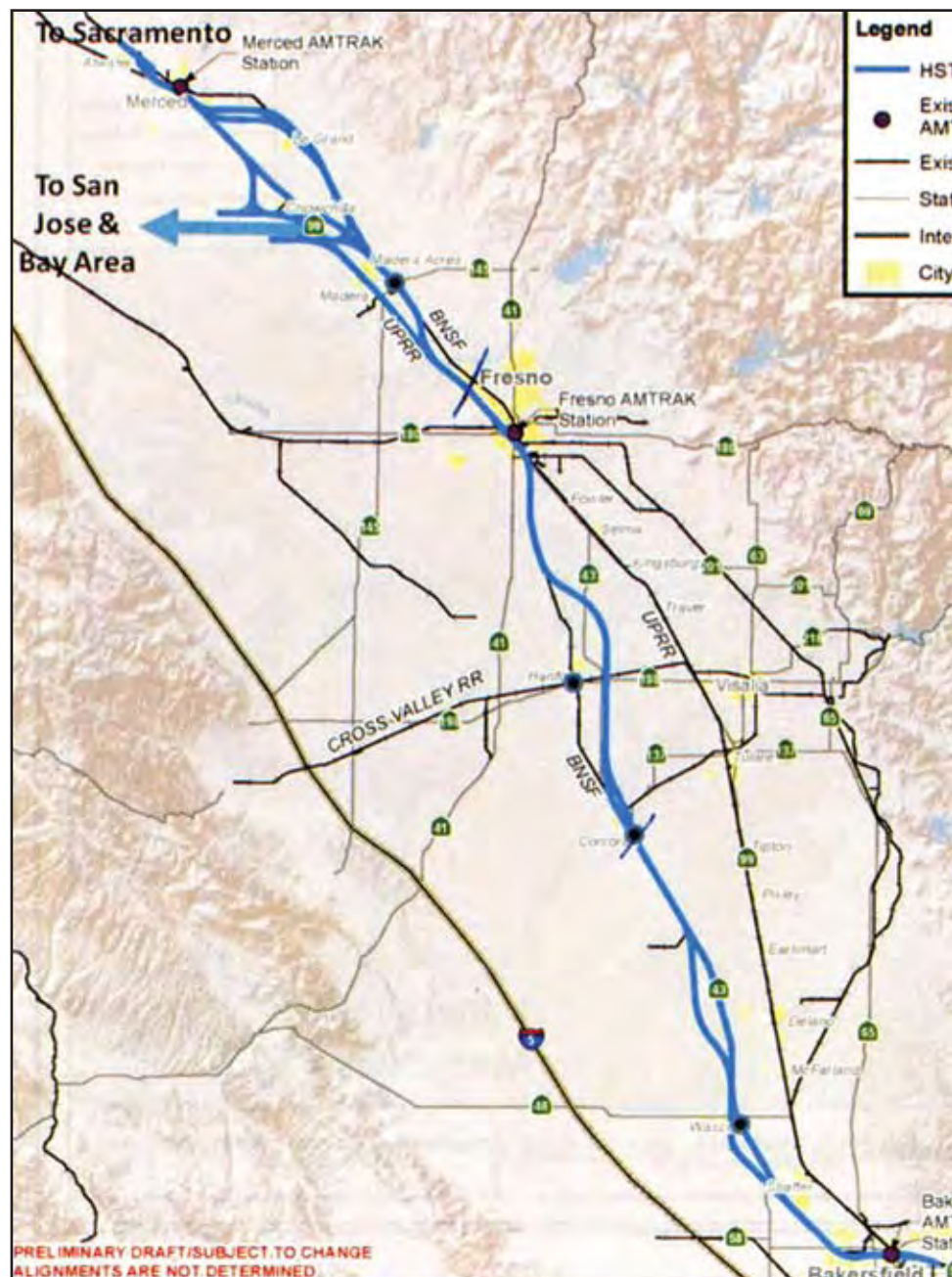
The new year has only just begun, and already, there's good news to share.

I'm pleased to tell you that the California High-Speed Rail Authority Board, which I'm proud to be a part of, approved work to start on a 65-mile section of the rail project that runs through the Central Valley and Local 3's jurisdiction.

About \$4.15 billion will be used to start this highly anticipated project in Borden (located north of Fresno near Madera) and take it to Corcoran (located north of Bakersfield). Why there? The intent of the High-Speed

Rail Authority was to start work somewhere and expand from there. Phases 2 and 3 are expected to take the work north to Merced and south to Bakersfield, and all pre-work should be completed well before the first phase is finished. This equates to thousands of construction jobs and years and years of work, and Local 3 is set up to get a lion's share of it.

The initial project includes building two new stations – one in downtown Fresno, and the other east of Hanford. Work will also involve acquiring rights of way, constructing



forward

viaducts, preparing the site, grading, restoring vegetation, building rail bridges, realigning roadways and relocating existing railways and utilities. Work will begin in mid 2012 and continue through 2017 – that’s five solid years of work, with more to follow.

Some critics foolishly call this project a “train to nowhere,” but they couldn’t be farther from the truth. The way I see it, this project is a train to a better future; a train to a better economic

climate for California; a train to better days for working families. We are locking in \$4.15 billion worth of work and building an 800-mile, statewide system that will connect Northern California to the Los Angeles area while providing a cleaner, safer, more efficient way of travel. This is a historic project that has been compared to President Eisenhower’s highway system in the 1950s. That system started with a stretch of highway in the middle of Missouri. Although other roads claim the distinction of first highway, many of us fondly remember it as U.S. Route 66. Today, that system consists of 46,876 miles nationwide, crisscrossing the country.

The High-Speed Rail Authority is now

completing the necessary Environmental Impact Reviews (EIRs) for this project, so work can begin as soon as possible. This is a major turning point for high-speed rail. We’re going from looking at the project to actually building it. It’s taken a lot of hard work from Local 3 to get this job going, and I’m glad to see that our members will reap the benefits of these efforts soon. In the meantime, we also have great news about work that will start *now*.

In November, the U.S. Department of Transportation’s Maritime Administration (MARAD) awarded contracts worth \$3.1 million to Allied Defense Recycling (ADR) of Petaluma to dismantle and recycle two of the ships in the non-retention Suisun Bay Reserve Fleet (SBRF), most commonly referred to as the “Mothball Fleet.” Local 3’s Fairfield District 04 signed an agreement with ADR for work on the SS Solon Truman and the SS President, which should start next month.

MARAD must remove 47 vessels that are now sitting in the Suisun Bay by 2017, and ADR intends to bid for more of the work. This has the potential to put many of our members back to work quickly on jobs that could continue into 2017.

I hope this is a sign of what’s to come in 2011 – good news and lots of jobs. I look forward to working with you in the new year and will continue to update you on these and other exciting projects.

The California High-Speed Rail Authority Board approved a 65-mile section, from Borden to Corcoran, as the first to break ground on the 800-mile rail project from northern to southern California. For more details about California’s high-speed rail project, please visit us online at www.oe3.org.

Talking Points

By Fred Herschbach, president



Membership service is our top priority

Another year has passed, and I hope you and your families had a good time during the holidays. Financially, 2010 wasn’t a stellar year for the local. We had to make some important decisions so the local could continue down the path of recovery. There may have been some disruption to the membership, but we will continue to provide top-shelf service. It’s like any business. As officers, we constantly evaluate and assess how we can better serve the members, but we must also make changes internally to keep this machine well oiled so we can continue to keep Local 3 strong.

The work picture so far looks OK. There should be some good jobs coming up for us. The Bay Area has picked up some work – the BART extension from the Oakland Coliseum to the airport and the Calaveras and Los Vaqueros dams, which should be bidding soon in District 01. Also, in Santa Clara, there is the San Francisco 49ers stadium, and the transportation terminal has started. Utah and Nevada pipeline projects should continue into the spring, and Hawaii should be starting the light-rail system on Oahu. California’s high-speed rail has made huge steps toward creating jobs, as the High-Speed Rail Authority Board secured more than \$4 billion and chose a starting point. Please read Business Manager Russ Burns’ column for the details. Work is expected to start next year.

As officers, we look forward to working with the new legislators elected in November. Hawaii’s Gov. Neil Abercrombie is a great advocate of labor and is committed to getting Hawaii moving again. Treasurer William Kalani Mahoe and I personally met Abercrombie, and he does what he says he is going to do. California’s Gov. Jerry Brown has also committed to get his state working again, and if California gets going, the rest of the country will follow. Utah and Nevada have some challenges, but Rec. Corres. Secretary Jim Sullivan, the officer in charge of those two states, is committed to working with Nevada Gov. Jim Gibbons and Utah Gov. Gary Herbert to help put our brothers and sisters to work there.

As a new year starts and another one ends, I always look back to see what I need to do differently to do a better job. The other officers and I are committed to help the people we helped get elected. This union spends a lot of time and money getting our issues to the people we back in political races. We work hard to get these folks elected, and if they don’t put our issues to the forefront and get our members to work, we will work even harder to get them voted out when they run for re-election. We must hold politicians’ feet to the fire, and as officers, you have our commitment to do just that.

Let’s hope for a better year than last and work together for a great 2011.

Days and nights

By Jamie Johnston, associate editor

Gradesetters Mike Hattam and Sabrena Rosenberg may be working for the same company on the same project, but their jobs are as different as night and day.

That's because Hattam is part of the day crew that is implementing safety improvements on a three-mile stretch of Hwy. 116 from Adobe Road to Arnold Drive in Sonoma County. Rosenberg is working the night shift.

General contractor Argonaut Constructors has crews working around the clock to make sure the \$11 million project is completed by summer 2012. Tasks include widening the highway to provide standard, eight-foot shoulders; reducing the horizontal and vertical curves; constructing a dedicated, left-hand turn pocket at County Transfer Road; providing new asphalt pavement; installing a centerline, shoulder rumble strips, new retaining walls, new metal beams and a concrete barrier guard rail; and upgrading drainage. When finished, Hwy. 116 will be a smother, wider, more streamlined route with better visibility for drivers.

As a local, Hattam knows how important this is.

"I have a lot of friends who have been hurt or been killed on this road, so it's about time they do something," he said.

The project is also special for 36-year member/D4 Dozer Operator Pat Wright, as it's his last job before retirement. Working with him on days are backhoe operators Brian Torri and Steve Loupy.



Seven-year member Brian Torri operates a D6 dozer with a slope board on the Hwy. 116 job in District 10.



Gradesetter Mike Hattam sets grade for the berm layer on Hwy. 116.

Backhoe Operator Steve Loupy works days for Argonaut Constructors and said, "I just love what I do."



Dozer Operator Pat Wright works his last job before retirement, celebrating 36 years in Local 3 last September.

on Hwy. 116

When the day shift ends, Rosenberg's "day" begins. In addition to staking grade, the 22-year member has become a pro at "juggling flashlights" – her secret to working in the dark.

Working with her under a series of light towers are Blade Operator Ralph G. Hernandez, Scraper Operator Jid Bettinelli, excavator operators Mike Morrison and Alec Giddings, Backhoe Operator Dave Mendoza and fellow Gradesetter Placido Vera.

"You get used to it," Mendoza said of working nights. "If you get through Monday night, you're doing alright."

The project, a partnership between Caltrans and the Sonoma County Transportation Authority, is being funded by Measure M money, a quarter-cent sales tax passed by voters in 2004 to maintain local streets, improve interchanges and accelerate the widening of Hwy. 101 in Sonoma County, among other improvements. Hwy. 116 has seen an increase in traffic over the years and was a perfect candidate for these funds.

For more photos of the around-the-clock work going on in Sonoma County, please visit us online at www.oe3.org/news/galleries.html and look for the Hwy. 116 gallery.



From left: Excavator Operator and Grievance Committee member Alec Giddings works nights with Gradesetter Placido Vera.



Backhoe Operator Dave Mendoza "gets used to" working nights.



Gradesetter Sabrena Rosenberg sets grade at night along Hwy. 116.



Scraper Operator Jid Bettinelli.



Blade Operator Ralph G. Hernandez works nights for Argonaut Constructors to ensure the Hwy. 116 job is done on time.

Be a member of California State Bargaining Unit 12 Operating Engineers Local 3



A union is more than the workers themselves. Workers who join together for a common cause and common interests have strength; more strength than they can ever achieve individually. California State Bargaining Unit 12 exists to protect and advance individual and collective rights in wages, benefits, work hours and working conditions for the benefit of workers, their families, their communities and the state of California.

The collective dues paid by the employee members provide the finest legal and financial representation and political advocacy needed daily to protect, advance and preserve the rights attained.

As a member, you have the right to participate in and vote on all the matters that affect you and your family in your workplace. It is an important right; we feel it is the most important.

Fair-share payers are not members

There may be a number of workers within the unit who pay a fee called “fair share” and erroneously believe they are members of the union. Fair share is a fee for certain services the union is required by law to provide both union members and non-union members alike. A fair-share amount is charged to the non-member to defray the costs of those services required. Fair-share-fee payment does not constitute union membership.

State management continuously monitors and informs us of the number of employees eligible to be members and the number who are members. The state measures the strength of the union on what these numbers show. The more dues-paying members, the more employees are united. The saying “there is strength in numbers” is something state management fully understands and reacts to.

We want and need *you* as a *union* member. We need your name added to the strength we have.

Get out of town

By Gary Rocha, business representative

The California Department of Water Resources (DWR) is responsible for keeping the floodwaters from the Diablo Mountain Range from reaching the neighboring towns of Coalinga and Huron, large farming communities. In 1995, these floodwaters flowed along the Arroyo Pasajero to the San Luis Canal and submerged the neighboring farmland and a nearby military base. The flooding wiped out tomato crops, as water breached the San Luis Canal levee and filled the sediment basins with a mixture of water, clay and asbestos.

To prevent this from happening again, the DWR designed alternatives, and the sediment basins were enlarged to handle

a large intake of water and sediment. The DWR maintains the Arroyo Pasajero with a yearly removal of sediment that has built up. International Union of Operating Engineers (IUOE) Local 3 Unit 12 Craft Maintenance operators are at work on the removal project just outside Huron. With a high amount of asbestos in the sediment, a consent supply of water must be applied, both in the cut and the dump area.

This maintenance of the Arroyo Pasajero Ponding Basin keeps the water out of town.

Victor Garza fuels a scraper at Arroyo Pasajero.



Steve Turner, Apprentice Jason Autrey and Steve Haggard.



Bob Walker and Richard Ellison maintain the Arroyo Pasajero sediment basin for the DWR.

On the lighter side . . .

Light event; heavy rewards

Local 3's 6th Annual Pancake Breakfast & Motorcycle Toy Run may have been light in nature, but the rewards definitely carry some weight.

On Dec. 4, a Harley Davidson-riding Santa Claus joined at least 130 fellow riders at the Veterans' Memorial Hall in Suisun City to spread some holiday cheer

and collect toys for disadvantaged children in Solano County.

After filling their bellies with breakfast, event participants helped fill a bus with toys that were delivered to children on Christmas Eve by Mission Solano, a local charity dedicated to help the needy.

Here's a breakdown:

205 – The number of toys collected at the event

130 – The number of riders who followed Santa from the Veterans' Hall to downtown Fairfield

About 5 – The number of miles this festive caravan traveled

1,500 – The number of kids who will benefit from donations to Mission Solano

6 – The number of years this event has taken place

(707) 429-5008 – The number to call if interested in participating in next year's event



Thank you



"[I do it] to support Local 3 and a local charity."

– Eight-year member
Mike Adams



"It's for the kids."

– Ten-year member Ron Kultti

"[I do it for the] camaraderie, and to help out those less fortunate than myself."

– Twenty-seven-year member
Glenn Wallace Jr.



"I just want to help someone who needs help."

– Six-year member Joe Silva



News & Notes

By Dan Reding, financial secretary

We've done our job; it's time for politicians to do theirs

I want to thank all the members and their families who helped us get California Gov. Jerry Brown and U.S. Sen. Barbara Boxer elected. We never could have done it without the help of the membership. Hopefully these politicians will keep their promises and work hard, get this state back on track and put our members back to work. All the effort and countless hours everyone put in won't mean much if we can't get our members back to work.

We have already met with some of Brown's aides to let them know who we would like appointed on certain boards so we have a voice at the table when it comes to issues like work, apprenticeship, health care and pension, all of which directly affect our members. We have made it very clear that not only creating jobs but addressing the crisis with health care is a problem that has to be addressed. Our costs keep increasing, but we have less hours coming into the fund, so we are continually looking at how to cut costs. Unfortunately, the only way to do so is to have more work hours coming into the fund or reduce benefits. When your fringe package starts getting close to your hourly wage, and health care continues to rise 10 percent to 14 percent a year, cutting benefits becomes a reality.

A member, married with two kids, recently told me that he would rather have all of his money put on his paycheck. I understand how it looks to have all that money on your check, but there would be a big problem if that member ever had a major need for medical. One major medical problem and you'll thank your lucky stars that you have insurance. I understand that it costs a lot of money per hour to pay for health care, but the cost of medical bills alone would break most of us if we didn't have medical insurance.

This is one of many issues we continue to deal with on a regular basis. Creating jobs and putting our members back to work will start to solve a lot of these problems, and it needs to start now. Hopefully, with these new politicians in office, we will start to see more work coming in.

Be safe.

Why public-safety costs are high

Oct. 20, 2010 started out as a normal work day for Nevada's Humboldt County Sheriff's Detective Kevin Malone. He was working on his caseload as detectives do. However, around noon, all that changed. Malone and the other members of the Humboldt County Special Response Team were briefed on a conflict in neighboring Pershing County. Pershing County deputies and Federal Land Management agents were fired upon by a man squatting on federal land. The officers attempted to contact the man, because of his threatening behavior toward members of the public who stumbled upon him while hiking in the forest. Pershing County asked Humboldt County for assistance in negotiating a peaceful resolution to this armed conflict.

Malone and his teammates proceeded to the scene, a heavily wooded area, in the Humboldt County Special Response Team vehicle. The armed subject barricaded himself inside his vehicle after shooting at a Pershing County deputy. The plan was to open lines of communication with the armed subject via a portable phone. The Special Response Team intended to deliver a bag phone to the subject, so negotiators could talk to him.

The Special Response Team deployed the vehicle in order to throw the phone to the barricaded subject. Officers announced themselves and tried to get close enough to throw him the phone. However, the subject began firing at the team without warning,

striking Malone on the front of his Kevlar helmet and shoulder. Had Malone not been wearing his helmet, he would have been mortally wounded.

The armed subject subsequently was fatally wounded in the ensuing gun battle.

Take a moment and ask yourself, when was the last time you were shot for doing your job? Keep in mind, the deputies knew the subject was armed, had to remove

him from the woods for the safety of the public and tried to do so in a manner that would allow him to surrender. It would have been a lot easier to have a sniper take him out from a safe distance.

How many of us are willing to walk into that situation knowing the outcome could be fatal? Public safety does this for us every day, all day long. While we are working, sleeping and recreating, someone is taking that risk for us so we can be safe.

In this current environment where we are seeing public-safety officers laid-off, violence is increasing. You see it in the news daily – people outraged that the police shot someone. Yet citizens weren't outraged that Deputy Malone was shot.

Instead of second guessing them, we should thank the men and women of law enforcement who go out every day and put their lives on the line, so we can all sleep safely at night. Thank you, Detective Kevin Malone, the members of the Humboldt County Sheriff's Department and the other law-enforcement officers who risk their lives so we can sleep in comfort, wherever our paths take us.



Nevada's Humboldt County Sheriff's Detective Kevin Malone shows where a bullet struck his helmet and ripped a hole in his shirt.

Welcome, Clovis Transit

By Fred Klingel, business representative

I would like to welcome the city of Clovis Transit Bargaining Unit, our newest unit in the family of Operating Engineers Local 3. After experiencing some not-so-good representation, the Transit Bargaining Unit decided to split from a larger unit and request representation from OE3. Clovis Transit is a unique, community-transportation service that offers general-route service known as "Stageline." Stageline operates along fixed routes with regularly scheduled stops throughout Clovis and coordinates with routes in Fresno. This unit also offers a paratransit operation known as "Round Up," a demand-response service for disabled residents who call in advance to schedule trips.

Stageline buses are teal-colored with the transit logo, and Round Up buses are red, white and blue and accessible in line with Americans with Disabilities Act (ADA) standards. In addition, the unit also operates trolleys for special events and occasions such as weddings, golf events and fundraisers.

The unit consists of 18 members – 14 bus drivers, three lead bus drivers/trainers and one transit dispatcher. Our shop stewards are Tammy Ekmalian and Janell Fitch-Reed. Our unit negotiators, along with yours truly, are Donna Ball and Tony Stone.

Since this is a new unit, we have been busy hammering out a new contract and are well on our way to having an interim agreement, which consists of portions of an effective agreement that ends in June. We are making some changes that are important to the members. It is my belief that when members participate, communicate with other members and develop their future with the guidance of their business representative, they become a strong, cohesive and effective bargaining unit.



From left: Negotiations team member Tony Stone, Shop Steward Tammy Ekmalian, negotiations team member Donna Ball and Shop Steward Janell Fitch-Reed.

A new PERB is something to celebrate

By Rick Davis, business representative

It's 2011; happy new year to all of you. I hope the holiday season went well and was all you hoped it would be.

As the year starts, we have a new governor, but some of the same legislators and same ol' problems, maybe worse. At the time of this writing, I believe we had a \$25.4 billion deficit for 2011. California is a financial mess, which usually means the city and county municipalities will also be a mess. As I said, "happy new year."

So, where do we go from here? What lies in store for our public employee members, and when do we see some light at the end of this dismal tunnel? Gov. Jerry Brown will be making some new appointments; that will be a start. For the last several years, we, as public employee representatives, have had our perpetual butts handed to us in Public Employment Relations Board (PERB) hearings and rulings. To say the least, the PERB has not been friendly to public employees. Our illustrious past governor made sure the PERB was anti-employee, which was reflected in the type of PERB rulings that came out these past several years. Brown will appoint new PERB members, so I believe the way public employees are treated will change. A new PERB is something to celebrate.

This year, as with every year I have been here, I will be back at the table negotiating Memorandum of Understandings (MOUs) for employees

in Alpine County. It's an annual thing there; this is one county that I actually believe wants to have a negotiation process every year, sometimes quarterly! I will also be at the table with the Rancho Murieta Community Service District and El Dorado Transit. An agreement was never reached in 2010 with the service district, and all I can hope for is more cooperation from the Board of Directors. Maybe this time around, the board will treat the represented employees with the same praise and gratitude given to unrepresented employees. To date, the district has had no fear of a job action. Maybe this year, we can show the district that operating the Community Service District cannot happen unless the line employees are on board and shown the same treatment and respect that administrative employees are given.

We are only in the first month of the new year, and I have already been told that there could be more layoffs in El Dorado County, cuts to benefits in Alpine County and who-knows-what for the Rancho Murieta Community Service District. I also wonder how state transit funds will affect the Transit District this year. There are a lot of unknowns, but we will work through them, hopefully without too many hits and little to no takeaways. Wouldn't that be a nice change?



Understanding reform

By Prudence Slaathaugh, business representative

A clear explanation of the health-care reform law is hard to come by and even harder to understand. The following highlights may help you decipher information as the reform measures are implemented and determine the effects on you and your family's health benefits:

Effective March 23, 2010

Employers with more than 200 employees must automatically enroll all full-time employees as soon as they are eligible for coverage. Employees may opt out of the employer plan.

Effective June 23, 2010

Early retiree re-insurance creates a temporary program that reimburses plan sponsors for qualifying retiree-medical expenses. Plan sponsors can submit claims to the Secretary of the U.S. Department of Health and Human Services (HHS) for medical expenses for retirees over the age of 55 who are not yet eligible for Medicare. The program reimburses up to 80 percent of expenses between \$15,000 and \$90,000 per retiree. Plan sponsors must use reimbursements to reduce the cost of providing medical coverage for current and retired covered employees.

Effective Jan. 1, 2011

* Employees may no longer purchase non-prescription, over-the-counter drugs on a pre-tax basis through health Flexible Spending Accounts (FSAs), Health Savings Accounts (HSAs), Archer Medical Savings Accounts (MSAs) or Health Reimbursement Accounts (HRAs). Amounts paid for over-the-counter medicine with a prescription still qualify as medical expenses.

* Employers are responsible for reporting the total cost of medical benefits on employees' W-2 forms.

* The reform measures create a new employee-funded, long-term care-benefit program. This is a voluntary program that employers may choose to implement. Employees would pay monthly premiums through payroll deduction. After five years of contributing, the employee becomes eligible to receive assisted-living funding in the event he or she can no longer perform normal, daily activities. Employee participation is also voluntary, but employers who choose to implement the program must automatically enroll employees unless they opt out. This plan would be administered by the federal government and is portable from one employer to another.

* Currently, Medicare Part D beneficiaries who exceed the prescription-drug coverage-limit are personally responsible for the cost of prescription drugs until the cost reaches the catastrophic-coverage limit. This creates a "donut hole" of personal responsibility for Medicare Part D drug costs. The reforms provide \$250 for all Part D enrollees who enter the donut hole in 2010; the discounts increase until the hole is closed in 2020.



* Under Medicare, preventative care becomes free, and co-payments and deductibles are eliminated for preventative services.

Effective July 1, 2011

* Plan sponsors may no longer set lifetime limits on essential benefits. There will be "reasonable" limits each year until 2014, when limits are entirely prohibited. The Secretary of the HHS has yet to define "reasonable."

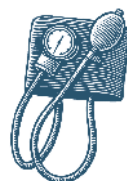
* All plan sponsors must extend coverage to adult children regardless of marital status, income or enrollment in an education institution up to age 26 by July 2011. Employers with plan years that begin sooner will extend coverage sooner.

* Employers may no longer retroactively cancel coverage and cannot exclude coverage for pre-existing conditions for dependents under the age of 19. This applies to all individuals starting Jan. 1, 2014.

* Plans must have effective internal appeals, and participants must be provided with information about the process.

Effective March 23, 2012

Plans must provide 60 days' notice of benefit modifications.



Effective Jan. 1, 2013

* The Medicare Hospital Insurance withholding requirement will increase by 0.9 percent for high-wage earners (\$200,000 per individual; \$250,000 per family).

* There will be a cap of \$2,500 on health FSA contributions, and the cap will be indexed for inflation starting in 2014.

Effective June 30, 2013

A new comparative research fee will be charged to plans at a rate of \$1 per participant; \$2 in 2013 and indexed until it phases out in 2019. The fee will fund research for various medical treatments.

Effective Jan. 1, 2014

* Employers must certify that all full-time employees were offered health-care coverage.

* Individuals must obtain health insurance or pay a tax.

* Employers must provide minimal coverage, cover at least 60 percent of the cost and may not impose a waiting period longer than 90 days.

* Plan sponsors must provide coverage for clinical trials for life-threatening diseases.

Effective Jan. 1, 2018

There will be a 40 percent excise tax on the value of medical-only health-insurance benefits exceeding \$10,200 for individual and \$27,000 for family coverage. The threshold increases for employees in high-risk professions and employers with older populations.

Labor unions continue to lobby this provision on your behalf, and as regulations are issued on this and other provisions, Local 3 monitors and analyzes how the changes affect the health-care system and the benefits our members receive.

Hopefully, 2011 is better than last year

By Mike Minton, business representative

Happy new year from District 60's Public Employees Division. I hope 2011 will be the start of a new era and that we start to see the slowing of salary and benefit reductions and layoffs. These last two years have been tragic. I believe, at least within the District 60 Public Employees Department, that with furlough days and salary/benefit reductions, the public-employee sector has experienced on average a 12 percent salary/benefit reduction and layoffs of up to 10 percent. It hasn't been pretty. Add to this the nonsense that many public employers are throwing at their employees just because they think they can, and it makes for a very demoralizing experience for the workforce.

Case in point: The city of Lakeport, in its infinite wisdom, decided not to implement a retirement enhancement that was guaranteed to its police officers on July 1, 2010; a retirement enhancement, 3 percent at 50, that was negotiated for and partially paid for by its police officers for the last four years. The city of Lakeport never said it could not afford this enhancement. In fact, at the budget workshops I attended, city officials said numerous times just how fortunate they are to have managed their money so well, which allows them to do street maintenance, build/remodel strip malls, give new phone/computer systems to its council members and department heads, as well as many other costly items. The city just decided not to implement this negotiated-for and agreed-upon enhancement.

Another case in point: The Olivehurst Public Utilities District decided to take away many benefits that are currently in its contracts with two of its three bargaining units. We entered into negotiations for these bargaining units asking for nothing really, and the district came back with nothing but takeaways: A reduction in how vacation time is accrued, a reduction in the number of holidays given to its employees, the elimination of contributions into employee-deferred compensation, which is many of these employees' retirement, and many other beat downs of its employees. Employers are doing this for no other reason than they think their employees are overpaid and have too many benefits and days off. This is the actual reason they gave during negotiations.

Hopefully, the majority of the damage has passed and we can return to an even playing field with these ignorant, self-centered, egotistical, megalomaniac employers.

Santa Rosa City and Golden Gate units agree to contracts

By Dave Gossman, business representative



Members of Santa Rosa City Unit 3.

In February 2009, the city of Santa Rosa and Local 3 began negotiations for the fiscal year July 1, 2009 to June 30, 2010. After numerous contract-negotiation meetings, the city imposed a new, two-tier retirement system for new employees for 15 months. The parties agreed to other benefits in the negotiations; however, the city chose to only impose the two-tier system, which research shows does not save the city any money. Additionally, the employees gave up past pay raises and contribute current wages for their retirement system. Subsequently, the union filed three Public Employment Relations Board (PERB) complaints against the city for failing to bargain in good faith and to stop the implementation of the two-tier system. After reviewing the arguments from both parties, the PERB filed complaints against the city and ordered a settlement hearing scheduled for Jan. 4. The union is looking forward to the PERB's final decision in vindicating the rights of the employees.

For the fiscal year July 1, 2010 to June 30, 2011, the city offered a 5 percent reduction in wages and nothing else. The city immediately declared impasse, and the parties went to mediation. At mediation, the parties agreed to a one-year contract – 96 hours of furloughed days off (a 4.6 percent wage reduction) that ends at the end of the fiscal year; a Compensatory Time Off (CTO) cash payout at any time; a vision-care upgrade; an increase of 40 hours of vacation cap; and the 457 IRS program made available to employees to withdraw funds from their IRA accounts. Most importantly, Unit 16 (Utilities Unit) finally obtained its own contract. A special thanks to the negotiation team – Scott Enbysk, Mike Endicott, Steve Griffin, Carl Houck and Bob Lorenzini of Unit 3 and Rich Scheblik and Kelly Kouninos of Unit 16 – for the dedication and hard work in the difficult task of negotiating with the city of Santa Rosa. During the last two years, Unit 3 and Unit 16 lost 43 positions and saved the city thousands of dollars. It's about time the city leaders acknowledge what great employees they have and realize how vital they are to the city and the citizens of Santa Rosa. Let's look forward to better leadership from the City Council, now that it has new members, that solves the fiscal crisis, not on the backs of employees, but with responsible, fiscal decisions in the future growth of the city of Santa Rosa.

The Golden Gate Service Operators Unit and the Golden Gate Bridge and Transportation District finally came to agreement on a contract for the fiscal year July 1, 2009 to June 30, 2011. After 16 months of laborious negotiations, the parties came to agreement in November 2010. The service operators will receive a 1.75 percent wage increase this month and an upgrade in fire-protection clothing and gear. A special thanks to stewards Freddie Caudle and Mike Amarillas in their assistance, dedication and perseverance in contract negotiations.

A fond farewell

By Alan Elnick, business representative

My predecessor, Dick Delaney, had it right that the purpose of work is to retire. He said that in 2002 when he retired from Local 3 and left me responsible for the Alameda County Management Employees' Association (ACMEA) and Alameda City Employees' Association (ACEA).

I have been doing what I do for more than 34 years; the last 10 years with Operating Engineers Local 3. I was fortunate to have represented working people through the most prosperous times our nation has known. Now, we are struggling through some of the most dire economic times. I realize that my own skills in confronting these challenges are in decline. Experience tells me that 10 years in any one place is more than sufficient, both for myself and those I represent. Fresher legs should take the helm and move into the future. That is fairest for all.

If there is any wisdom I can share upon my leaving, it is simply this: The contract is more important than its terms. The world of work is *at will* without it, and no working person should be without one.

It has been my distinct honor and pleasure to serve you these past 10 years. It has been an exceptional opportunity for personal growth and development, and I believe we have all benefited from that continuity of service. ACMEA has grown and matured during my tenure, becoming a respected and desired partner in the future of county government. It now has responsibility in agencies beyond the county sphere, having bargaining units in the medical center, the courts and, perhaps soon, in the Zone 7 Water District.

The successes we have had these past 10 years would not have been possible without the participation and involvement of the membership.

The ACMEA Board has been steadfast in its goal of achieving the level of respect the governing bodies now accord it. Our current and past presidents – now-Assistant Sheriff Casey Nice, Joe Thomas, Capt. Robin Costa and Commander Dennis Schueller – effectively cleared that path. Our board members – vice presidents John Keene and George Bolton, Treasurer Herlander Nobrega, Secretary Frances Legg and members-at-large Esther Martino, Sandee Rosenberg, Betty Fong, Lt. Tom Madigan and Lt. Don Mattison – were unflinching in their support of ACMEA's objectives. Our negotiating committee members – Maurice Walker, Priya Pandhiya, Scott Heilig, Ullis Redic, Glen Jackson, David Chun, Robyn Bonetti, Nancy Adams, Tracy Wellenkamp, Valerie Louie, Lisa Jackson, Lorraine Johnson, Pierre Loiseau, Eulalia Williams, Brandy Burrows, Bonita Vinson, Brian Hopson, Shakkir Yussuf, Matt Katen, Dennis Gambs, Mike Dutra, Mike Yost, Sandra Williams and those who have since gone on their way – have served their respective constituencies well.

The ACEA officers and board have persevered through some of the most trying circumstances. President Linda Justus, Treasurer Michael Myers, Vice President Mariel Thomas, Secretary Erin Garcia, Mike Leahy, Terry Flippo, Roger Soo Hoo and Keivan Abidi have stood together to ensure ACEA's ability to obtain the best terms available for ACEA members.

Local 3's Mariann Cutting, our secretary, keeper of records and master chief for more than 16 years, proves that no matter who the service representative is, the business of the bargaining units will be achieved.

This month and next, I will introduce my successor to you and the government agents he/she will deal with on your behalf. On March 1, I will officially be a retired union representative. I thank you all again for the opportunities you provided me over these past years; they will be forever cherished.

In signing off, I'll paraphrase General MacArthur: Old union representatives never die, their contracts just expire.



Credit Union

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

Happy new year

What I'm hearing from you and your fellow members is that you are concerned about the job market and the housing market. Managing daily expenses, paying for college and saving for retirement are also on your mind, and no one knows what's around the corner.

You also tell me that you have a great deal of trust and confidence in the Operating Engineers Federal Credit Union (OEFCU), whether you are a new member or one of the many members who have banked with OEFCU for years. You come to us for assistance with your financial goals, whether they involve affordable loan payments, low-fee products and services, federally insured deposit accounts or timesaving eServices. You believe in us so much that you encourage your family to become members.

Whether you talk with me or one of our representatives, you always have a voice at OEFCU. We listen, care and take action. The decisions we make are based on your best interests and demonstrate how much we appreciate your membership. While there are aspects to our financial lives we can't control, let's take action on those we can.

The new year is a time of excitement and optimism. Together, we have positioned our Credit Union for an incredible year. We have never entered a year with more competitors, a tougher recruiting market and as many budget challenges. However, we have never entered a year with more opportunity, more talented people and a more focused organization than we have now.

The ability to reach our potential and overcome our challenges lies within each of us. It's all about you. The only person who controls what you do and think is you. The only person who controls our success in 2011 is you. I, along with my colleagues on the Board of Directors and

Senior Management Team, can set the direction, but it is the choices each of you make a hundred times a day that drives our progress. That is what makes me excited and optimistic about 2011.

Here's to a prosperous new year for all. Working together, I know we can help make 2011 financially successful for you and your family. As we have in the past, we look forward to serving you in the future.



Happy New Year! Operating Engineers #3 Federal Credit Union

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Tires and your safety

Literally speaking, your tire is where the rubber meets the road. This factor affects traction, handling, steering, stability and braking. Tires are therefore very important, and tire failures can affect your safety.

What are the leading causes of tire failure? The No. 1 cause is under inflation. Under normal circumstances, a tire will lose 1 pound per square inch (psi) of pressure per month, with an additional 1 psi of pressure for every 10-degree Fahrenheit drop in temperature. Using an accurate tire-pressure gauge, it is recommended that tire pressures be checked at least once a month, when the tire is cold. A cold tire is one that has not been driven on for at least three hours. Always refer to the owner’s manual for proper tire-inflation pressures; don’t just look at the tire to judge. A tire can lose as much as 50 percent of its recommended tire pressure and not appear flat.

The second cause of tire failure is over inflation, which can be caused by adding air to a tire until it looks full or attempting to reduce rolling-resistance for better fuel economy by adding air.

Tire overloading is the third common cause of tire failure. The best way to prevent this is to ensure that the load rating of the tire matches the application. An under-inflated tire can also create an overload condition on the tires.

All tires wear and eventually wear out. Tires should be replaced when the tread is worn to 2/32 of an inch. An easy test to check tread-groove depth is to place a penny upside-down into the tread groove. If any part of Lincoln’s head is covered by the tread, the tire has the proper amount. Many tires contain built-in tread-wear indicators known as “wear bars,” which appear as narrow strips of smooth rubber across the tread when it’s worn down to 2/32 of an inch. If you see the wear bars, the tire is worn out and should be replaced.

Remember the question from last month’s article: How does Pyrolosis relate to tire safety? This process is caused by unwanted heat transfer to the tire, triggering a chemical reaction within the body of a tire that produces heat and leads to an increase of inflation pressure and degradation of the tire integrity. Pyrolosis is especially dangerous because it goes undetected until tire failure occurs, which is tire explosion. To view this violent explosion, visit [YouTube.com/watch?v=jBUVzgCHHuA](https://www.youtube.com/watch?v=jBUVzgCHHuA).

Three out of four people will wash their cars once a month, but only one in seven will check their tire pressure. Take care of your tires, check the tread depth and check the tire air pressure at least once a month. Your driving safety depends on it. While checking that air pressure, don’t forget the spare!



Rancho Murieta Training Center
for apprentice to journey-level operators

By Tammy Castillo, director of apprenticeship

RMTC offers quality training to the membership

As you are all aware, heavy equipment operators have to be trained professionally so they can handle construction work carefully and not make mistakes. Operators are taught to take care of their equipment and to recognize their working process, so the machines work efficiently and any problem that occurs can be solved quickly and easily.

The key to success in this field is knowing a particular machine and practicing properly.

The Rancho Murieta Training Center (RMTC) is the place to make that happen, because it offers a state-of-the-art training facility and quality training with credentialed instructors who come from the construction industry. We offer 85 various types of heavy equipment, 26 simulator software packages, six simulator stations and seven hydraulic simulators to operate.

Interested journey-level operators should contact their local district office to see if they meet the eligibility requirements.

Apprentices who are caught up on their Supplemental Related Training (SRT) and would like additional training should call their apprenticeship

coordinator to sign up. (SRT is a state and federal requirement, so apprentices must attend.) Take advantage of the wonderful training opportunities before you.

The apprentices did a great job this year. The three apprentices who received the highest grade-point averages in the Oct. 4 SRT class were District 80 fifth-step Construction Equipment Operator (CEO) Apprentice Douglas Blum, who is employed by McGuire and Hester; District 10 fifth-step Heavy Duty Repairman (HDR) Apprentice Steven Kaehler, who is employed by Team Ghilotti; and District 30 fourth-step Crane Apprentice Mathew Junqueiro, who is employed by DSS Company, dba Knife River Construction.

Those who received the highest grade-point averages in the Oct. 18 class were District 90 fifth-step HDR Apprentice Nicholas Boudreau, who is employed by Joseph J. Albanese, Inc.; District 04 fifth-step Crane Apprentice Vernon Hubbard II, who is employed by Bragg Crane and Rigging; and District 90 fifth-step Crane Apprentice Jake Raine, who is employed by Peninsula Crane & Rigging.

We congratulate all of you.



Fifth-step CEO Apprentice Douglas Blum.



Fifth-step HDR Apprentice Nicholas Boudreau.



Fifth-step Crane Apprentice Vernon Hubbard II.



Fourth-step Crane Apprentice Mathew Junqueiro.



Fifth-step HDR Apprentice Steven Kaehler.

Not pictured: Fifth-step Crane Apprentice Jake Raine.



Fringe Benefits
By Charlie Warren, director

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

Changes made to health care

Those of you covered by the Operating Engineers Trust Fund in California recently received a notice regarding the elimination of the lifetime maximum under the Comprehensive Medical Plan, coverage of children under age 26 and the grandfathered status. These notices were in response to the federal health-care reform (the Affordable Health Care Act).

The Affordable Health Care Act allows young adults to be covered by their parents' plan until they reach age 26 with certain restrictions. For the California active plan, this law is effective Jan. 1, 2011, and therefore, the Trust Fund is extending child coverage for medical, prescription drug and vision benefits up to the end of the month in which a dependent child turns age 26. Children do not have to be unmarried, full-time students or reside with the employee in order to qualify for this extended coverage. This special-enrollment opportunity does not apply to adult children who are eligible to enroll in another employer-sponsored health plan other than their parents' group health plan.

To enroll your child, you must have completed the special-enrollment form and returned it to the Trust Fund Office within the given 30-day period referenced in the letter. A child enrolled during this period will have coverage effective Jan. 1, 2011. Otherwise, the letter stated that you may enroll your eligible child (up to age 26) at any time in the future with an effective date of the first of the month following the month the special-enrollment form is received by the Trust Fund Office.

All children currently enrolled and eligible under the Plan will have medical, prescription drug and vision coverage through the end of the month in which they turn 26. No additional action is required.

The Affordable Health Care Act also removes any lifetime maximum. For the California active plan, the Comprehensive Medical Plan's \$1 million lifetime maximum was removed effective Jan. 1, 2011. Medical expenses incurred before Jan. 1, 2011 are still subject to the lifetime maximum.

Similar to the provisions under the rules for the dependent children, if you reached the \$1 million lifetime maximum and changed your medical plan to Kaiser or Health Net, you can now change back to the Comprehensive Plan if you return the enrollment form within the 30-day period given in the letter.

The Affordable Health Care Act mandates a notice of grandfathered status. The grandfathered status information was also included in the letter.

Participants in the Pensioned Health and Welfare Trust Fund have also been mailed letters regarding these provisions of the new law.

Utah, Nevada, Hawaii and public Operating Engineer participants, please watch for information on how the new law affects your plan. For further information and details, call the Operating Engineers Trust Fund and Pensioned Operating Engineers Trust Fund at (800) 251-5014 or the Fringe Benefits Service Center at (800) 532-2105.

Pre-Retirement Meetings

It's never too early to plan for your retirement and learn a bit about the excellent plans we have. Join us at the meeting in your area. Participants 50 years of age and over will receive a postcard reminder of the meeting closest to them, though participants of any age are welcome to attend. If you do not receive a postcard, please check with your district office or the Fringe Benefits Service Center at (800) 532-2105 to find the meeting in your area. We'll have plenty of time to discuss the Pension, retiree medical and annuity plans with you and your spouse. A Fringe Benefits staff member will be at the district office at noon on the date of your Pre-Retirement Meeting for any questions you may have. Check with your district representative to schedule a time to meet on that date.

Retiree Post Fore!

How do retirees spend their time? That depends on who you ask, but many people imagine they golf quite a bit. For retirees Ron Powell and Danny Cameron, this is partly true. They occasionally spend time golfing with their wives, but they also bowl, ski and play cards.

For those who complain of boredom in their "Golden Years," perhaps they should take note of these District 12 "active" retirees. It seems they are busier now than when they were working!



From left: Ron and Afton Powell are joined by Lynn and Danny Cameron on a golf outing in Utah. These retired Operating Engineers don't sit still for long!

Calling Local 3 retirees: How do you spend your time? Maybe you're involved in volunteer work or have joined a team. Engineers News wants your story. Call us at (916) 993-2047, ext. 2506 or write us at 3920 Lennane Drive, Sacramento, CA, 95834, Attn: Engineers News.

IUOE pipeline training in Northern Nevada

Business Manager Russ Burns recognized the continuing need for skilled operators and authorized a second round of pipeline training for Local 3 members in 2010. Classes continued in November and December at the Wadsworth Training Center.

Beginning Nov. 1, the International Union of Operating Engineers (IUOE) Pipeline Training Department initiated a dozer, hoe and side boom class for three weeks. Members also attended three-week hoe and side boom classes and three, one-week winching classes. Each class had 10 students.

Currently, more than 300 operators are working on the Ruby Pipeline project in Northern Nevada. Many of them attended training classes at Local 3 training centers. The most recent classes trained 18 Local 3 members, providing them an advanced skill level through classroom

and hands-on training. Applicants are only accepted into the class if they have documented experience as qualified operators. Once accepted, students spend three weeks on either the dozer, hoe or side boom. Training is 10 hours a day, six days a week, with about two hours a day in the classroom.

The skills attained from these classes are very different than those many of us are accustomed to, and instruction is very specific to the pipeline industry. While at the Wadsworth Training Center, students are expected to adjust to the variable weather conditions, with temperatures ranging from the 60s to the teens and snow and rain expected this time of year.

These classes were well received by our members and provided an opportunity for them to make contacts with other IUOE members across the country. Here is what some of our members had to say about the training:

“The instructors are very knowledgeable, and the training site was realistic in job applications. It’s a great learning experience.” Justin Flud, seven-year member

“This class is very well organized with very knowledgeable trainers; new equipment. It’s a great training facility. Great staff at the training center. Great experience. Two thumbs up!” Steve Morrison, eight-year member

“Real-world-training experience; very experienced instructor; great equipment. Lots of knowledge taught in a short period of time.” Heiko Moessner, seven-year member



Jordan David practices digging a trench for the pipe during a November pipeline training class.

“Very good training. The instructors teach you a lot in the three weeks. Not at all what I expected. I would like to have more time in these classes.” John Gallant, 28-year member

“A great chance to learn from instructors with real-world experience; a great opportunity!” Gary Burbank, 19-year member

“Learned that pipeline is a whole other world and has many opportunities. I learned to run a very different machine that needs a lot of focus.” Terry Moore, eight-year member



As part of his training in November, Floyd Bryant cuts the Right Of Way (ROW) down to grade.



A December pipeline training class included, front row, from left: Instructors Mark Scott (Local 181), Chad Rindlis Baker (Local 370), Ron Hutchison (Local 370) and Frank Gwinn (Local 132). Second row, from left: Local 3’s John Gallant, Vance Corum, Heiko Moessner and Guy Adams, Steven Morrical (Local 571), Louis J. Guglielmetti (Local 800), Local 3’s Gary Burbank and Deb Brooks (Local 624). Back row, from left: Local 3’s Steve Morrison and Peter Yarbrough, Chris Marston (Local 12), Richard Bell (Local 513) and Local 3’s Patrick Ketchum, Lynn Jennings and Terry Moore.



Member Justin Flud keeps his eye on the boom as he maneuvers through the cones as part of a side boom training in November.



Pipe crewmember Ernie Gray moves a “tent” into position for the final cap. These tents protect the welders from the elements.

RUBY PIPELINE:

A 675-mile assembly line



From left: Bobby Whittington, Keith Farrar and Robert Mack work for Precision Pipeline in Nevada.



Ten-year member Teresa Young is part of the pipe crew on spread 4 near Elko, Nev.



From left: Eight-year member Robert Brozek and seven-year member Alvin Mickelson.



From left: Bill Shupe and Sam Cox work together to level the ROW in Utah.

Story and photos by Dominique Beilke, art director

Construction of the Ruby Pipeline began last July to address a growing demand for clean-burning natural gas, but what it’s done along the way is far more than expected.

When completed this spring, the pipeline will have a capacity of 1.5 billion cubic feet of natural gas per day and connect growing, natural-gas reserves in the Rocky Mountain region with markets across the western United States. But it will also have employed thousands of construction workers in four states during one of the worst recessions many of us have ever seen.

The project includes 675 miles of 42-inch, natural-gas-transmission pipeline. Beginning at the Opal Hub in Wyoming, the project crosses Utah and Nevada before ending near Malin, Ore. The project includes four compressor stations: One in southwestern Wyoming; one south of Curlew Junction, Utah; one at the mid-point of the project, north of Elko, Nev.; and one in northwestern Nevada.

It’s a huge job, but the project is designed to leave a very small carbon footprint. The latest technology will be used to minimize greenhouse-gas emissions and offset the emissions that cannot be reduced. Special attention will be given to big game winter ranges, calving areas, water crossings and a list of protected species. Good housekeeping is mandatory, meaning the site is to be kept neat and all trash is picked up. There is also a strictly adhered to policy of staying on the Right Of Way (ROW) at all times. After construction, the entire ROW will be restored.

The economic benefits of this project are tremendous and “couldn’t have come at a better time,” said member Dan King, Precision Pipeline’s job steward on spread 4.



Working a Saturday shift on Associated Pipeline’s spread in Utah includes, front row, from left: Mike Thraillkill, Paul Shupe, Gary Berchtold, Shellie Fehm and David Prescott. Back row, from left: Kenny Strathman, John Lighthill and Craig Lighthill.

In the big picture, it means new supply sources, energy independence and possible price stability. But the immediate benefits include creating about 3,000 jobs at the peak of construction. This comes at a time when Local 3 members have experienced some hard times and long stretches on the out-of-work list.

Continued on page 16

“I lost my medical,” said member Rod Moon, who had been out of work for 1-½ years before starting on the pipeline as an oiler. To make ends meet, he took other jobs in Nevada and Texas, but like many, he watched and waited for the pipeline project to start.

“It doesn’t matter what you do, but you have to be happy with yourself,” he said. And running the yellow iron is what makes Moon happy. This is his first pipeline job, and he is learning something new every day and enjoying it.

It’s also a first for 27-year member Francis Lane, who enjoys working “away from the craziness of the ROW,” and five-year member Frank Adair, who left his life as a crane operator to work on the pipeline.

“I like being a crane operator, but I love this job,” said Adair.

“Precision Pipelines wants to take care of its people,” said Lane, who was working on a paving crew before taking this job.

Thirteen-year member Jim Dyer was off for about a year, living off his savings. He worked a little, but cut back on spending and saved what he could. “I know to put a little aside, because there

are hard times between the good times,” he said. And while he prefers operating a crane, Dyer enjoys the money he is making on the pipeline job.

While the money is helping some members get back on their feet, there are other aspects of the pipeline that members enjoy. The general contractors on the job include Precision Pipeline, US Pipeline, Associated Pipeline and Rockford Corporation – all good companies to work for with great safety programs. There are wide spans of wilderness, with views as far as the eye can see, and occasional wildlife sightings of coyote, elk and antelope (just to name a few). The views keep changing as work snakes through the backcountry.

This is a massive project bustling with activity. There are nine spreads, varying in lengths, divided between the four construction companies. Some spreads started in the east; others in the west, but they are expected to take the same amount of time to finish. Theoretically, the pipe will roll in and meet up.

Work is set up like a cross-country assembly line with several crews moving over some of the most pristine and remote lands



From left: Dozer Operator Tim Kellerman and Oiler David Bandazian.



Coating crewmember Wade Grimm moves the flocking ring into position.



Lowering-in Foreman Blue King (also shown on the cover) rigs five side booms up Elko, Nev. King has made a career out of following the pipeline work. For more



Stringing crewmember Darrell Johnson grades roads for easy access.



Mechanic Jeff Shupe repairs one of Precision Pipeline’s side booms.



From
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Th

THE ASSEMBLY LINE:



The clearing crew leads off by removing trees, boulders and debris.



The ROW crew prepares a 115-foot-wide, level working surface for the construction equipment.



The ditch crew digs about 6 feet deep to make room for the 42-inch pipe.



The stringing crew uses specialized trailers to move the pipe from the yard to the ROW, “stringing” it along the ROW.

flawlessly. The brush crew starts things off by clearing the trees and shrubs. The ROW crew comes next with excavators and dozers to level the ground and create the ROW. The ditch crew does just what you think – digs the ditch that the pipe will lay in. The stringing crew unloads the pipe along the ROW, followed by the bending crew, pipe gang and coating crews. The lowering-in crew rolls long lengths of pipe into the ditch, and work is completed with the tie-ins, testing and clean-up crews.

Veteran Blue King never tires of the work or the views. Blue started at age 16, working on the “dope gang” (now known as the coating crew) during the summers. He’s currently the lowering-in foreman on spread 4 in Nevada.

“So far, this one is not bad,” he said. “I’m working with good people, and it is going relatively well.” With pipe lengths up to 7,000 feet, he makes sure the rigging is right and the inspection is done before giving the signal to roll it into the ditch. “I’ve done it so long, I’m comfortable with it.”

Lowering the pipe into the ground is “like a wet noodle rolling in – there is nothing like it,” said Dan King.



up to lower a 4,000-foot section of pipe into the ground near
e photos of the job, visit us online at www.oe3.org.



First-timers to pipeline work include, from left: District 11 members
Paul Harlow, Ken Stark, Rod Moon and Andrew Culhane.

om left: Excavator Operator Kenny
rathman and Dozer Operator Mike
railkill remove topsoil from the ROW.



The bending crew slightly bends the pipe
so it fits the contours of the land on the
pipeline route.



The pipe crew welds sections of pipe
together to make one continuous piece.



Once the welding is done, the coating
crew coats the joints.



The lowering-in crew uses side booms
to lift and lower the pipe into the ditch.



Mechanic Monte
Faulkner.



Francis Lane grades
access roads for
Precision Pipeline.



From left: Seventeen-year member
Micheal Reynoso and 26-year member
H.L. Patterson.



Working for Associated Pipeline on the ROW crew includes, front row, from left:
Ryan Alberty, Jason Hicks and Job Steward Troy Jiles. Back row, from left: Travis Glass,
Blake Ellison, Justin McCurdy, Matt Baback, Sam Cox, Bill Shupe, Joe Shupe, Jake
Shupe, Kevin Butler, Shawn Stokes, Robert Vodehnal, Ron Warner, Mike Holliday, Ron
Leliefeld and Sheldon Dayton.



Andy Hill works
on Rockford's
spread 6.



Jim Ryan's excavator is rigged up for end facing
for automatic welding.

Working the front of the ROW line, Robert
Vodehnal “breaks out” for the dozers on
Associated Pipeline’s spread in Utah.

French Meadows Reservoir flooded with work

By Jamie Johnston, associate editor

Visit the French Meadows Reservoir in late September, and you may wonder how construction crews could make it any better. The lake's calm, blue water sparkles in the sun. The tall evergreens that line the shore shimmer in the light breeze. It's quiet; secluded; serene.

But go there in the winter and you'll understand why construction workers are blasting the spillway at the L.L. Anderson Dam on the west end.

Located about 35 miles northeast of Foresthill, Calif., the reservoir is prone to rain, snow and wind. Most winters, water levels reach maximum heights, and when the wind picks up, water spray is pushed over the dam crest, creating possible erosion problems, explains Kiewit Project Manager Joerg Moser.

Originally built in 1964, the dam no longer meets the Federal Energy Regulatory Commission (FERC) Probable Maximum

Flood (PMF) standards. To increase the lake's capacity and improve the dam's effectiveness, the spillway must be expanded and the dam crest parapet wall replaced with a taller, reinforced concrete wall.

Because the area is so remote, Kiewit is making its own concrete aggregate at a crushing plant set up onsite. Remnants from blasting the rock will be crushed and reused. Hammer-hoe Operator John Fanini and Excavator Operator Tim Vincent, seen here, are crucial to this process.

Other Local 3 operators on the job include Mark Stilley (inset below) Troy Gomes, Randy Stage, Rob Dawson, Larry Martinez Jr., Kevin Veater and Apprentice Steve Johnson. Work should continue at least through the end of the year.





Loader Operator Larry Martinez Jr.



Mechanic Rob Dawson sets up the batch plant onsite.



Excavator Operator Troy Gomes.



Lube Tech Apprentice Steve Johnson.



Batch Plant Operator Randy Stage.



Folsom Dam project should employ members through 2014

The U.S. Forest Service manages the non-operating Fort Myers Landfill and has teamed up with **Sukut Construction** to bring it up to today's standards.

Sukut Construction started the project in July, bringing on 10 Operating Engineers. The job consists of relocating 130,000 yards of garbage, exposing an existing sewer line, placing 50,000 yards of native soil onsite, installing six new methane-monitoring wells, improving drainage and sealing the landfill with a rubber liner. This will allow water to be diverted from the site to the surrounding natural environment. The project will be completed late this year. This is a good example of setting the standards of responsibility.

Other good news: The U.S. Army Corps of Engineers awarded **Granite Construction** the \$127 million auxiliary-spillway-

control-structure project at the Folsom Dam. The structure is 150 feet high and comprised of two 89-foot-wide independent flow-through monoliths, which are large, hollow foundation pieces sunk as caissons that have a number of compartments filled with concrete when they reach their correct position. These are flanked by three non-flow-through monoliths keyed into the adjacent rock. Control-structure work includes the excavation to final grade, the preparation of the foundation, drainage and seepage controls, mass concrete placement, the installation of the bulkhead gates, internal and external access, approach channel concrete walls and backfill, along with mechanical, electrical and instrumentation controls. The project will start this month and keep our brothers and sisters working into 2014.

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

Prison hospital breaks ground

We hope your holidays were happy and fulfilling. Once again, it's a new year, and with a new year comes new opportunities. District 30 would like to thank all of those who participated in Local 3's Voice of the Engineer (VOTE) program and helped elect California's new Gov. **Jerry Brown**. Without the support and help of our devoted volunteers, this would not have been possible. The next time a wealthy individual decides to make a run against labor, he or she will look back at the 2010 election and think twice. Labor stood up and made its voice heard on behalf of working families. With this victory comes well-deserved satisfaction for working families, but our fight continues, and we should never let our guard down. Let it be known, labor will never, no matter the odds, be afraid of a challenge. To the contrary, it unites us and makes us a stronger force to be reckoned with. Let us be proud of our accomplishment and walk with our heads held high. Once again, thank you all.

As for work, **George Reed Inc.** is doing the reconstruction, grind out and grading of the Thornton Road and Eight Mile Road intersection.

MCM Construction, with subcontractor **Knife River**, is working on the Davis Road Bridge replacement. This involves removing the two-lane bridge and constructing a four-lane bridge that includes sidewalks and landscape at Davis and Eight Mile Road.

Preston Pipelines, **AM Stephens** and **Don Lawley Construction** are working on the Stockton Airport expansion of the passenger-waiting area, which is set to open early this year.

Top Grade Construction continues work at the Tracy Defense Depot warehouse project.

ARB has 11 members working on the Lodi Energy Center project, and that number will grow by spring.

Knife River is building a new Costco, Best Buy and other businesses at Reynolds Ranch Business Park off Harney Lane in Lodi. The park is scheduled to open this year.

The Department of Corrections' prison hospital broke ground last fall, and by 2012, it will employ 1,700 construction workers at Arch Road and Newcastle Road. The \$1.2 billion project includes upgrades to Arch Road, Newcastle Road, Hwy. 99 and the Arch Road interchange.

As for upcoming work, the North Stockton widening and interchange project was expected to go to bid on Dec. 20,

2010. Work involves widening I-5 from Country Club Boulevard to Eight Mile Road, reconstructing the Hammer Lane/I-5 and Eight Mile Road/I-5 interchanges and constructing an Otto Drive interchange. Work also includes sound walls and auxiliary lanes.

This month, we expect the Arch Road Sanitary Trunk Line to start. Work includes the installation of two miles of sanitary-sewer main, which ranges from 27 inches to 36 inches.

In February, we expect the French Camp Road/I-5 interchange project, which involves reconstructing the existing interchange, constructing auxiliary lanes and realigning a portion of Manthey Road west of I-5.

June 20 is the projected start date for the Airport Way streetscape-beautification project, which includes reconstructing and reconfiguring intersections, adding additional turn lanes and replacing dirt frontages with new curbs, gutters, meandering sidewalks and Americans with Disabilities Act (ADA) wheelchair ramps.

The second phase of the Weber Avenue streetscape-beautification project includes the final improvements on Weber Avenue in downtown Stockton.

In July, the Thornton Road widening should begin, as crews widen Thornton Road to six lanes from Pershing Avenue to Bear Creek.

We also expect the Church Street sewer and lift station in July. This project includes the installation of a new sewerage-lift station on Lincoln Street and associated pipeline to cross Mormon Slough in Stockton.

In October, the California Street rehabilitation project will provide various streetscape, frontage, pedestrian and bicycle improvements along California Street between Miner Avenue and Alpine Avenue.

In July 2012, the second phase of the Miner Avenue street and revitalization project should begin. It includes the complete street design for a 10-block portion of Miner Avenue. This important section of Miner Avenue links the Robert Cabarl Rail Station to the downtown Waterfront.

In July 2014, the Arch Road widening project will begin, widening Arch Road from two and four lanes to six lanes from Hwy. 99 to Newcastle Road.



From left: Members Mark Ford, Coby Espinola and Tom Deny work for Preston Pipelines at the Stockton Airport expansion project.

Signatories ready for 2011

Hope everyone enjoyed a wonderful holiday season and that 2011 will be busier than last year. We have reports of many projects in District 70, but we need to see bids, and more importantly, awarded-bid results, to produce work for our members.



Dewayne Ellenwood

Several local signatories have work lined up this year already. **Tullis Inc.** has several jobs, as does **J.F. Shea**. **Tutor-Saliba** continues work on the Antlers Bridge in Lakehead. **Mercer-Fraser** picked up a \$30 million pavement rehab and resurfacing project north of Lakehead on I-5.

There has been a lot of talk about the Buckhorn Summit (Hwy. 299 west) work that is supposed to let this year. We've heard there is about \$100

million to be divided into three or four separate jobs and that only one project will be working at any one time. We'll keep you posted.

Work continues in Red Bluff with **C.C. Myers** on I-5 and **Balfour Beatty** working on the fish screen and pumps.

The Ruby Pipeline project has also sent a few of our members to work.

Make sure you stay current with all certificates and credentials. Call the Hall to see if we have information on any scheduled classes that may accommodate your needs. Last but not least, keep your registration current. Eighty-four days can sneak up on you quickly.



Loader Operator Richard Pruett.

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

Underground pipeline project begins

Project Labor Agreements (PLAs) are keeping work going in District 20. **Evans Brothers** started a \$1 million project in Richmond, doing demo and earthwork on the old Gompers High School. The \$400 million BART connector to the Oakland Airport should be underway in the next month or so. Thanks to voters in November, Berkeley has \$200 million in school bond money that needs to be allocated. Berkeley is also in the planning stages for downtown development, which will include housing and retail. Although this will be private work, a PLA between the city and our Building Trades will ensure prevailing wage is paid.

Also in Berkeley, East Bay Municipal Utility District (EBMUD) has a small steel reservoir to be demolished and replaced by an in-ground concrete tank, and now that football season is over, work will begin again on UC Berkeley's stadium.

Jonas and Associates, with the U.S. Army Corps of Engineers, is installing a four-mile pipeline in the area of Danville and Blackhawk. This multi-phased project will supply an annual average of 2.4 million gallons of water per day to area customers.

The Hwy. 4 widening project is still going strong. This is an eight-year project with operators doing the demo, earthmoving, gradechecking and paving work.

Top Grade Construction started the 2-½-year state Route 238 corridor improvements in Hayward, which will run down Mission Boulevard from Jackson Street to Industrial. This beautification project will include new sidewalks, medians, grinding and paving of the

streets and all utilities and traffic signals. At the project's peak in the late spring/early summer, the company will employ 15 Operating Engineers. Funded by Measure B money, the \$50 million project will improve the traffic flow. Mission Boulevard is one of the busiest streets in Hayward. Thousands of people drive it every day, and traffic has always been a problem. Work is scheduled so it does not affect commuters too much, especially during peak hours. The demo of the center medians is currently underway, and the next step is the structural steel and concrete.

Construction officially began on the underground pipeline linking the two massive canals that export water from the Sacramento-San Joaquin Delta. **Shimmick Construction** was awarded the \$28 million project that will provide a means to move water between the state's California Aqueduct and the federal government's Delta Mendota Canal. The canals come within 500 feet of each other near the intersection of I-580 and I-205, where the intertie will be built. Environmental groups have been concerned about the project for years, because they see it as a means to export more water from the already stressed Delta environment. But according to the U.S. Bureau of Reclamation, the project's lead sponsor, the intertie will allow its existing pumping capacity to be used only when environmental rules permit full pumping and greater flexibility to deliver water between the state and federal system.

Together, the two canals deliver Delta water to 25 million Californians and some 3 million acres of farmland.

Linking these two canals by a new, underground pipeline and pumping plant will improve water-supply reliability in a part of California that was hit hardest by dry conditions and job loss. This project consists of four pumps, with a pumping capacity of 467 cubic feet per second. The pumps feed two underground pipelines 9 feet in diameter. The pipelines can move water in either direction between the two canals. A 4.5-mile power line is also being built to serve the pumps. Funding for the project includes \$16 million from the American Recovery and Reinvestment Act (ARRA). The construction contract was awarded to **Shimmick Construction** of Oakland in July and is expected to fund 160 jobs. Construction should be completed in 2012.

Apprenticeship Spotlight

Congratulations to Lube Tech Apprentice **Joseph White** and Construction Equipment Operator (CEO) Apprentice **Erik Ramos** who journeyed out in November.



Lube Technician Joseph White.



CEO Erik Ramos.

Work should start this month on Blossom Hill pedestrian overcrossing

With 2010 finally behind us, we can look back on a year with well-below-average dispatches for District 90. Some of the usual suspects continued working on the few jobs awarded: **Wattis Construction** at the Camden Avenue/I-880 asphalt project; **Cleveland Wrecking Co.** on the old San Jose Hospital demo site; **Pacific Estates** and **DeSilva Gates** at the old Markovits and Fox recycle-facility project; **Gordon N. Ball** working with Union Pacific in Milpitas; and **Proven Management** in San Jose on the Union Pacific bridge-improvement with **Foundation**.

Projects in various stages have been awarded but seem to be getting pushed back. **R&L Brosamer's** Lower Silver Creek improvements with **California Cassion** have been delayed two months already.

The apparent low bidder on the Blossom Hill pedestrian overcrossing was **Robert A. Bothman**, and work should start this month. **MCM** will construct a concrete barrier wall and retaining wall near Scotts Valley, and **DeSilva Gates** is doing

Asphalt Concrete (AC) surfacing and beam replacement to the I-280/I-880 at the Old Bayshore Highway. **RGW** is making improvements to the on- and off-ramps on the Hwy. 101/Tully Road crossing and widening the overcrossing.

District 90's wish list of projects includes the possible 49er stadium for \$950 million; Stanford Medical Hospital replacement for \$500 million; Hwy. 1 High Occupancy Vehicle (HOV)/widening project for \$400 million; Palo Alto intermodal transits for \$100 million; Hwy. 156 widening and paving for \$97 million; and San Jose Family Justice Center for \$185 million. These are just a few jobs that will hopefully get off the ground.

Remember: Now is the time to renew your certification for cranes, forklifts, etc. Hazmat and safety-refresher classes should be going on now, so check with the Hall for more information. Also, do some upgrade-training to keep up on your skills. Employers are looking for the most versatile operators.

Your staff at District 90 wishes you a happy and safe 2011.

NEVADA | 1290 Corporate Blvd., Reno, NV 89502 ▪ For all branches, call (775) 857-4440

Price of gold hits record levels; keeps members working

As we start the new year, we would like to thank all of the volunteers who put time and effort into Local 3. Members and their families did an outstanding job in helping the union fight for its beliefs. Without your help, the battle would have been far more difficult. We ask for your continued support, as there are more battles ahead. Whether it is community service, a political walk, a union function or just attending your district meetings to stay informed, your support is needed. Remember, this is your union. It is about you and the brothers and sisters working beside you.

Although the road work throughout the state last year was good, there wasn't enough to employ everyone. The Ruby Pipeline project and several mining projects helped supplement work, as did the projects created by the Regional Transportation Commission (RTC) through SB 201; however, most of these projects have been completed. **Granite Construction's** project on I-580, which is funded by the RTC and the Nevada Department of Transportation (NDOT), will continue this winter and resume work on a larger scale in the spring. The RTC has not listed its projects for 2011 yet, so we will be on the lookout for those and keep you posted.

As far as state work goes, the NDOT has several projects scheduled to advertise this year. At the time of this writing, the largest of these projects is I-80 from Robb Drive to I-580, which is scheduled to advertise this month. Other state projects that have already bid include I-80 at Lovelock and I-80 from Pilot Peak to the Nevada/Utah border, which were picked up by **Road and Highway Builders**, and I-80 at the Halleck/Ruby Valley Junction, which was picked up by **Aggregate Industries** (formerly known as **Frehner Construction**).

In November, the Ruby Pipeline project was about 95 percent manned up. The project has been a welcome shot in the arm for many of our operators. We encourage our members to stay in touch regarding work on the pipeline, because although work orders for this project have diminished, we still receive occasional requests for additional operators.

With work slow in the winter, this is a great time to catch up on training. The Nevada Joint Apprenticeship Committee (JAC) offers classes in Mine Safety and Health Administration (MSHA), Occupational Safety and Health Administration (OSHA), Hazmat, Commercial Driver's Licenses (CDLs), etc. The JAC also offers journey-level-upgrade training, along with the regular apprentice training. Please contact the JAC at (775) 575-2729 for more information on classes and schedules.

Also, please make sure we have your current contact information, *primarily your phone number and e-mail address*. If you are not sure whether we have your current information, contact the Hall to verify. District 11 members who are working or have worked in states other than Nevada that are covered by Local 3 need a letter of reciprocity on file for their insurance. Please contact the Hall or the district in charge of the state you are working in for more information.

We hope you enjoyed your holidays, and we look forward to working with you in the new year.

Nevada's first-quarter District Meeting will be held Wednesday, Feb. 23 at 7 p.m. Please mark your calendar.

From Elko

The Robinson project – a copper mine near Ely that has been brought back by **Quadra Mining Company** – was picked up by **N.A. Degerstrom, Inc.** and has put about 190 Operating Engineers to work. **N.A. Degerstrom, Inc.** was hired to move waste rock in order to expand the mine.

The mining industry is doing very well, with copper at more than \$3 a pound and gold reaching \$1,400 per ounce. The brothers and sisters at the Newmont Mine in Carlin have stayed very busy with the price of gold hitting record levels.

Please remember that **Newmont's** membership meetings are on the first Wednesday of each month at 6 p.m., and the Elko construction membership meetings are on the second Wednesday of the month at 6 p.m.



Political Field Organizer Jane Lea, Bailey Kight and Nevada JAC Secretary Debbie Kight participate in a recent Voice of the Engineer (VOTE) event.



Business Rep. Scott Fullerton, Maurice Holmes and Ben Cummings visit at a District 11 VOTE event.

Large jobs in District 50

It is going to be a happy new year for Local 3 members in District 50! Large jobs, like the two-year Bass Lake project being performed by **Kiewit Infrastructure**, will keep our district busy. The Bass Lake project consists of a seismic retrofit of the existing dam, which will require as many as 25 operators on the jobsite at any given time. The PG&E-owned Bass Lake Dam was one of many in dire need of a retrofit. There will be one to two months of dirt work with several scrapers and dozers. In front of the dam, there will be a rock quarry, a rock-crushing operation and dredging.

C.W. Roen Construction is the apparent low bidder for the Woodlake Wastewater Treatment Facility with a bid of more than \$11 million. By the time you read this, the project should be started.

Diablo Constructors of San Ramon will widen Hwy. 99 from Kingsburg to Goshen. With a bid of more than \$67 million, this project is guaranteed to put several operators to work.

Also, the first segment of the highly anticipated high-speed rail will begin in the Fresno District, with a start date in 2012. Please read Business Manager **Russ Burns'** column for more details.

As far as other work goes, we have "adopted" an "agent in the sky," who is literally overseeing

projects. Local 3 member **Rodney Jones** is also a pilot and has been keeping us updated on an upcoming project near Kettleman City. The more than \$45 million Westlake Farms Composting Facility project was awarded to **SSC Construction Inc.** Jones flew over the site on different occasions to see if any equipment had been moved on the jobsite and reported his findings to the Hall. Jones was very thorough with his report, for the date and time were always included. At one time, he wrote: "I'm beginning to wonder if they're going to start that job this year (2010)." The job was awarded in November, but Jones was correct – the project is said to begin at the end of this month.

Also at the end of the month: A beginning gradesetting class will begin on Saturday, Jan. 29 and will continue for six to seven weeks. Contact the Hall to sign up.



Tim Clark of West Valley Construction works on a water-pipe project in Visalia.



Rodney Jones is District 50's new "agent in the sky."

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

Agreement signed for 'Mothball Fleet'

After two years of hard work to bring jobs back to Vallejo, District 04 signed an agreement with **Allied Defense Recycling (ADR)** dba **California Dry Dock Solutions** for a \$3.1 million federal contract to dismantle two ships from the famous "Mothball Fleet." In the past year, 11 ships have been transported out of state for dismantling and recycling. ADR has been dedicated to bringing work back to the dormant Mare Island shipyard. The U.S. Department of Transportation's Maritime Administration (MARAD) must remove 47 vessels that are now sitting in the Suisun Bay by 2017.

Although ADR is only contracted to dismantle two of those ships at this time, the company intends to bid for more. This contract has the potential to put many of our members back to work.

In Napa, **O.C. Jones** has a street and sidewalk reconstruction project on Main Street from Clinton Street to Lincoln Street. Foreman **Bill Sherwood** kept operators **Rick Acosta**, **Matt Norris** and **Daniel Camacho** busy with potholing storm drains, removing old sidewalks and large tree roots and other reconstruction related items. **St. Francis Electric** is doing the electrical work.

Apprenticeship Spotlight

District 04 would like to congratulate Construction Equipment Operator (CEO) Apprentice **Eric Weber** and Heavy Duty Repair (HDR) Apprentice **William "Ryan" Lander** for advancing to journey-level status in November. Lander spent his entire apprenticeship with **Dutra**.



HDR Mechanic William "Ryan" Lander.



CEO Eric Weber.



Mini Excavator Operator Matt Norris.



From left: Skid Steer Operator Daniel Camacho and Foreman Bill Sherwood.



Backhoe Operator Rick Acosta potholes a storm drain.

Night work allows for road closures

Happy new year.
Signatory **CJ Peterson** is keeping our operators busy. Unsupervised Gradesetter **Tama Bopp** is manning the buster/shovel with working Foreman **Jason Agena**, also known as “Other Shovel Guy.” Gradesetter **Don Glidewell** and Dozer Operator **Lorelei Estrada** are also on the job.
Kiewit is working on a retaining-wall job at Makapuu. The company is doing

slope work during the day, but a majority of work is done at night so the roads can be closed to traffic.
Delta Construction Corporation is working on the Aliamanu Crater Rim Loop housing project.

Gradesetter Tama Bopp mans the buster/shovel with working Foreman Jason Agena for CJ Peterson.



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

Your hard work creates dozens of good-paying jobs

District Rep. **Chris Snyder** and the staff of District 10 would like to thank all 116 volunteers who participated in the last election cycle and several extremely important actions throughout the past year. Members in District 10 recorded a record number of volunteer hours in the last quarter of 2010. More than 1,427 volunteer hours were recorded year to date, and 750 of them were recorded between September and the November election. Our brothers and sisters who turned out for Sonoma and Mendocino county planning commission and board of supervisors meetings and the California Transportation Commission meetings in Sacramento truly made a difference on securing work for our future. The voice of the engineer was heard loud and clear. We will not idly tolerate job-killing politicians!
District 10 had many great victories because of *you*. You and your fellow members stood up and fought for our work and the candidates who support it. The wins began earlier in the year with the Mendocino County Supervisors approval of the Kunsler quarry project. Then in October, Local 3 achieved a series of wins in Sonoma County with three big votes at the Board of Supervisors meetings. First, we helped gain approval for **Dutra’s** Haystack Landing asphalt plant on a 3-2 vote. Second, we assisted **North Bay’s John Barella** in winning approval for the Roblar Road Quarry on a 3-2 vote. Third, Local 3 was crucial to the 5-0 vote that **Syar Industries** secured for its gravel-skimming Russian River management plan. With this vote, supervisors talked about *Local 3 jobs* when approving the project. As a result, dozens of good-paying Local 3 jobs will be created for years to come.

As for our elections, District 10 had a more than 70 percent success rate for our endorsed candidates and ballot measures. In Sonoma County, we had a great victory with the election of District 02 Supervisor **David Rabbitt**. Rabbitt can now prevent

a reversal on any of the issues we won in October, and he will support issues and projects crucial to our economic recovery.
All this success was due to the hard work and long hours put in by you and the union brothers and sisters who showed up for meetings, made phone calls, walked precincts and attended rallies. In the end, together, we made a difference for Local 3 members and their families, and that is what it is all about.
We would like to remind everyone who is currently not working or gets laid-off in the future to register on the out-of-work list. Your registration is valid for only 84 days (12 weeks) from the date of registration. After the 84th day, you will fall off the list, unless you re-register before then.

Apprenticeship News

On Oct. 7, more than 1,400 students from high schools and middle schools in Sonoma, Lake and Mendocino counties were exposed to careers in construction. The North Coast Builders Exchange sponsors the Careers in Construction Expo every year at the Sonoma County Veterans’ Memorial Building in Santa Rosa. The Builders Exchange paid for school buses to transport all 1,400 students to this year’s event. The students arrived in shifts, so not all of them were there at one time. Once they arrived, they got hands-on experience of the Building Trades. They may have started hammering nails or cutting sheet metal, then tested their skills by operating the excavator simulators, which were donated by the Operating Engineers Apprenticeship Training Center.



Business Rep. Pat O’Halloran watches one of the many students who tested their skills on the Local 3 excavator simulators set up at the Careers in Construction Expo.

This year, District 10 Apprenticeship Coordinator **George Steffensen** got help at the event from business agents **Pat O’Halloran** and **Mike Hughes**, who offered the students the opportunity to test their skills on the mini excavators. There were always students waiting in line to do so, and they were given information about Local 3’s apprenticeship program as they waited.
“These hands-on projects keep the kids coming back every year,” said Expo Coordinator **Robin Bartholow**. She thanked Local 3 for the great projects.
O’Halloran said he enjoyed working with the students and hopes to be a part of the expo next year.



Local 3 members and staff attend the Sonoma County Board of Supervisors meeting in support of Syar Industries’ gravel-skimming Russian River management plan. Because of this support, the supervisors voted 5-0 in favor of the plan.

Lots of work scheduled for spring

District 60 wants to wish everyone a happy, healthy and prosperous new year. Last year was challenging. However, in spite of the economy and the work picture being slow nationwide, District 60 kept a lot of members busy. Looking ahead at 2011, with a new governor in place, the work picture looks even brighter. We still have a lot of work to do, and you can help. Please keep an eye out for non-union contractors on our jobsites and other crafts taking our work, and report any violations to the Hall.

District 60 has been in negotiations with several large companies (i.e. **Holt of California, Recology Yuba Sutter, Recology Ostrom Road and Peterson Tractor**). Remember, you are skilled union labor, and we must stick together in order to secure good jobs in our district. Your help in organizing new companies will help create more work opportunities. The more we know, the stronger we can be.

There is a lot of work scheduled to start in the spring and continue through the season. **RGW** is keeping a few hands busy at the wastewater treatment plant in Live Oak. **Syblon Reid** is keeping members busy on a wastewater treatment

plant in Williams. **C.C. Myers** will work all winter on the Spanish Creek job on Hwy. 70 in the Feather River Canyon. **Cox & Cox Construction** is finishing the sewage-treatment plant in Loyalton. **Steve Manning Construction** has all but shut down its project at Bucks Lake for the winter.

Winter is a busy time for the Local 3 members who work for the Department of Water Resources (DWR), as they keep the water flowing smoothly through District 60. Brothers and sisters working at Caltrans also stay busy, as they keep the snow at bay and the highways open for holiday travelers. Remember to check with Dispatcher **Danny Roles** for upcoming work.

We want to remind everyone not working to register on the out-of-work list. Remember, you must re-register before the 84th day of being on the list or you will lose your position.

The staff at District 60 looks forward to serving you.



A tree-maintenance worker for Caltrans works in Quincy.



C.C. Myers works at the Spanish Creek Bridge replacement on Hwy. 70.

Utah celebrates a strong 2010

Despite nationwide statistics, 2010 was an excellent year for work in Utah. With the Ruby and Apex (Kern River) pipelines, the I-15 Core project, the Mountain View Corridor, several light-rail projects and the National Security Agency (NSA) building, we were able to keep a lot of our members working for a great portion of the year. In

this tough economy, it's great to see our state and membership thriving.

As we start 2011, we are grateful that much of this work continues. These next few winter months may be on the quiet side, but we hope the spring brings more work opportunities. We do have challenges ahead, as the Utah Master

Agreement negotiations will start this summer. Now is the time to start thinking about any concerns you would like addressed. Talk to your fellow members, and discuss your thoughts with your business representative so we can be well-prepared for our pre-negotiations meetings in the coming months.

Work continues on the Mountain View Corridor project



Paul Koyle



Grievance Committee member Gordon Purcell.



From left: Excavator Operator Jay Finch, a Laborer and Jonathan Evans.

Paving crew stays busy in Fortuna

District 40 would like to wish everyone a happy new year and remind members on the out-of-work list that their registration is only good for 84 days. Please call the Hall to renew your registration.

Work continues throughout the district, as **Silverado Construction**



From left: Screed Operator David Joseph and Paver Operator Darin Day work for Argonaut Constructors in Fortuna.

brought in **Bigge Crane** to help at the PG&E power plant in Fields Landing.

Wahlund Construction is going strong at the Ferndale water-treatment plant and working on various guardrail projects throughout the district.

Penhall is in McKinleyville, doing the demolition of the old Mad River Bridge, so **Golden State Bridge** can continue on the next phase of the project.



Finish-Roller Operator Clay Adamson works for Argonaut Constructors.

Mercer-Fraser is busy on various projects, from a road realignment and tieback wall on Hwy. 36 near Bridgeville to many paving jobs throughout Humboldt and Del Norte counties. The company has also been driving pile in

the Humboldt Bay for the expansion of existing docks.

Maxim Crane is working on a project at College of the Redwoods for a new agricultural building.

Argonaut Constructors was busy paving in Fortuna. The crew included Paver Operator **Darin Day**, Screed Operator **David Joseph** and Finish-Roller Operator **Clay Adamson**.

District 40 asks everybody to slow for the cone zone and our brothers and sisters at Caltrans.

Our annual District 40 Crab Feed will be on Feb. 19. We'll have all-you-can-eat crab, salad and pasta along with dancing later in the evening. Call the Hall for more information or to reserve your tickets. Tickets for members are \$25; tickets for retirees are \$20 (spouses are free). We hope to see you all there.

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

Public-works jobs keep members busy

In District 01, 2011 promises to be a prosperous new year. Many of the mega-projects that broke ground in late 2010 will be in full swing this year, and several others will start as the year progresses.

In Marin County, work looks promising with the \$17 million Buck Center construction project, which includes steel erection and precast to set. The \$136 million Death Row at San Quentin was awarded to **McCarthy Construction** – a good union contractor that normally subs Operating Engineer work to crane rental and union dirt companies.

In San Francisco, **Malia Cohen**, who was endorsed by Local 3 and the San Francisco Building and Construction Trades Council in her race for District 10 supervisor in November, emerged victorious after 18 rounds of rank-choice voting. District 10 includes Hunters Point Naval Shipyard, where \$4 billion to \$7 billion worth of development is scheduled, Candlestick Point and several miles of waterfront. Cohen thanked Local 3 volunteers for the hundreds of hours they spent on her campaign. We really made a difference.

Work began in late 2010 on the new Exploratorium at Pier 15 on the Embarcadero. The “museum of science, art and human perception” is scheduled to move from its current home at the Palace of Fine Arts in 2013. The general contractor on the \$220 million project is **Nibbi Brothers** of San Francisco. **Power Engineering** has the contract for pier repair and demolition, and subcontractors **Zaccor** and **Manson** are performing the demolition and driving pile 160 feet into the bay.

Also underway is the Sunnydale Auxiliary Sewer Tunnel. **Superexcavators** of Wisconsin has mobilized, and work is underway with **Hayward Baker** and **Conquest** onsite.

In San Mateo County, work has slowed with the wet, winter weather, but with the extra public-works projects going on, we are fortunate. Renovations for the San Mateo County School District are

keeping a number of signatories busy, not to mention the College District of San Mateo County, where work has been abundant for the past 18 months. The District 01 staff is committed to protecting public-works jobs by monitoring them with certified payrolls and other tactics. With that, we would like to thank our members for coming out and volunteering on an area-standards picket in Millbrae, which happens to be a public-works project. This type of job action keeps our hands working and money in our local communities. It makes no sense to have good jobs and the money made on them spent in Southern California or out of state. Our thanks to the volunteers who picketed The Crane Guys: **Mike Ginter, Young Marks, Vince Morales, Joe Wendt, Michael Thompson, Brian Minor, Bobby Strickland, Robert Willis, Ed Elwell, Mike Driscoll, Boyd McBride, Mike Didier, Chris Haggard and Steven Fistolera.**

We would also like to thank the members who showed up for the public-comment portion of a recent Santa Rosa City Council meeting to support the Dutra Haystack Landing Asphalt Plant of Petaluma.

Genentech, a major user of union labor, said 2011 will be a slow year for building on its large campus in south San Francisco. **Michel's Construction**, the general contractor for the Bay Tunnel, finished the excavation of the shaft in Menlo Park and is gearing up for the three-year, five-mile-long tunnel, which will begin as soon as possible (before July 1).

In honor of the holidays, **Tim Shea** of **Sheedy Crane** offloaded a 35-foot Christmas tree and walked it into the Ghirardelli Square patio with flat boom back, so patrons could enjoy the holiday decoration.



Operator Jason Noe works for Condon Johnson.

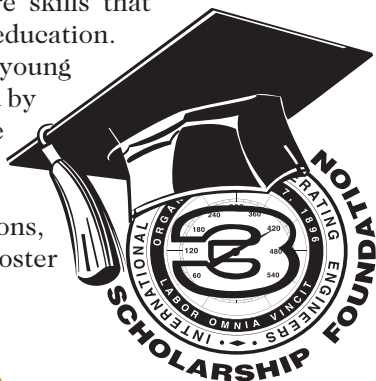


From left: Operators David Nail, Steven Fistolera and Larry Cary at the Bay Tunnel job in Menlo Park.

Operating Engineers Local 3 Scholarship Foundation Contest Rules for 2011

Applications available at district offices, Credit Union branches and online at www.oe3.org

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



ACADEMIC SCHOLARSHIPS

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

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

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

WHO MAY APPLY

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

Children of deceased Local 3 members are eligible to apply for the scholarships. The parent of the applicant must have been a Local 3 member in good standing for at least one year immediately preceding the date of death.

Applicants must be high school seniors who graduated or will graduate at the end of either the fall semester (beginning in 2010) or the spring semester (beginning in 2011) from a public, private or parochial school, plan to attend a college or university anywhere in the United States during the academic year and are able to meet the academic requirements for entrance in the university or college of their choice. Students selected for a scholarship must have achieved no less than a B cumulative average in their high school work.

Applications will be accepted between *Jan. 1, 2011 and March 31, 2011*.

AWARDING ACADEMIC SCHOLARSHIPS

Upon receipt of the application and required forms, Local 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University of Berkeley Scholarship Selection Committee will submit recommendations for finalists to the Scholarship Foundation's Board of Directors. The list of potential winners and their qualifications will be reviewed by the Board, and the winners will be selected.

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

Applicants who are not selected for an academic scholarship will automatically be eligible for OE3 Merit Scholarships, which are awarded through a raffle drawing; therefore, only one application is required. See below for more details on these scholarships.

INSTRUCTIONS

All the following items must be received by March 31, 2011:

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

OE3 MERIT SCHOLARSHIPS

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

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

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

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

Applications will be accepted from Jan. 1, 2011 to March 31, 2011. Previous winners are not eligible to apply.

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

WHERE TO GET APPLICATIONS

OE3 Academic and Merit Scholarship applications are available at the local's district offices, Credit Union branches and online at www.oe3.org. *It is the applicant's responsibility to submit the application to the address below, which must be received no later than March 31, 2011:*

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

DISTRICT MEETINGS

All meetings convene at 7 p.m.

JANUARY 2011

No meetings scheduled.

FEBRUARY 2011

- 1st District 04: Suisun City
Veterans' Memorial Building
427 Main St.
- 1st District 40: Eureka
Best Western Bayshore Inn
3500 Broadway
- 2nd District 10: Rohnert Park
Operating Engineers' Building
6225 State Farm Drive
- 2nd District 70: Redding
Operating Engineers' Building
20308 Engineers Lane
- 3rd District 60: Oroville
Southside Oroville Community Center
2959 Lower Wyandotte
- 8th District 20: San Leandro
Sheet Metal Workers
1720 Marina Blvd.
- 8th District 30: Stockton
Italian Athletic Club
3541 Cherryland Ave.
- 9th District 50: Fresno
Cedar Lanes
3131 N. Cedar Ave.
- 9th District 80: Sacramento
Operating Engineers' Building
3920 Lennane Drive
- 10th District 01: Burlingame
Transport Workers Union
1521 Rollins Road
- 10th District 90: Morgan Hill
Operating Engineers' Building
325 Digital Drive
- 23rd District 11: Reno
Operating Engineers' Building
1290 Corporate Blvd.
- 24th District 12: Salt Lake City
IBEW Local 354
3400 W. 2100 S.

MARCH 2011

- 22th District 17: Honolulu
Operating Engineers' Building
1075 Opakapaka St.
Kapolei



Election of Market and Geographic Area Committee Members

Business Manager Russ Burns has announced that the election of Market and Geographic Area Committee members will take place at each district's regularly scheduled district meeting, except for Hawaii, during the first quarter of 2011, with eligibility rules as follows:

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

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

2011 Political Action and Grievance Committee Election

Rec. Corres. Secretary Jim Sullivan has announced that in accordance with Article X, Section 10 of the Local Union Bylaws, the election of Political Action and Grievance Committees will take place at the first regular quarterly district meeting of 2011.

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

FIELD PERSPECTIVE: What the members are saying

Describe the moment you decided to join Local 3.



"I was working at a ski resort and lost my health insurance. I looked into the apprenticeship program, and it sounded perfect."
– Julie Conard, apprentice



"My father was union [Teamsters]. I got tired of not having any protection from getting fired."
– Bryan Bailey, 18-year member



"I have always been interested in operating heavy equipment."
– Charles Barnes, apprentice



"I was a waitress making \$1.60 an hour, and when they decided to tax our tips, I knew I couldn't make it on that money. Been Local 3 ever since."
– Kim Robbins, 12-year member



"I was looking for work when a friend invited me to join. I didn't know any better, but it has been great."
– Gil Guijosa, nine-year member



"I was working for my parents and a friend told me about Local 3."
– Luke Paschall, five-year member

Semi-Annual Meeting notice

Rec. Corres. Secretary Jim Sullivan has announced that the next Semi-Annual Meeting of the membership will be held on Sunday, March 20 at 1 p.m. at the Solano County Fairgrounds in Vallejo, Calif.

Honorary Membership

The following retirees have 35 or more years of membership in Local 3 as of November and have been determined eligible for Honorary Membership effective Jan. 1, 2011.

Barry C. Adams
1615326
District 12: Utah

Keith B. Belt
1510623
District 30: Stockton

Francis DeLara
1437810
District 17: Hawaii

William Dillon
1669609
District 99: Out Of Area

Jeffrey L. Ehrenpfort
1637621
District 20: Oakland

Joseph M. Garnica
1332566
District 50: Fresno

Gerry Jones
1514853
District 40: Eureka

Henry Minchey
1661067
District 12: Utah

Earl T. Wakakuwa
1578587
District 17: Hawaii

Patrick Wright
1620513
District 10: Rohnert Park

Service pins

In honor and remembrance of years of service in Local 3, service pins are available to members with 25 or more years of membership in Local 3. These pins come in five-year increments from 25 through 70 years of service. Please contact your district office to receive your pins.

DEPARTED MEMBERS

Anderson, William
Carmichael, CA
District 80
06-10-10

Baker, Nathan
Modesto, CA
District 30
08-05-10

Bayne, Mark
Carlin, NV
District 11
10-01-10

Bishop, David
Manteca, CA
District 30
10-28-10

Bowles, Griff Jr.
Aromas, CA
District 90
10-17-10

Brindle, Richard
Morgan Hill, CA
District 90
10-19-10

Cardoza, Tony
Livermore, CA
District 20
10-13-10

Chandler, Charles
Petaluma, CA
District 10
10-24-10

Cremeen, James
Newcastle, CA
District 80
10-17-10

Edingfield, Ellis
Cottage Grove, OR
District 99
10-14-10

Gomes, Antonio
Solana Beach, CA
District 99
10-09-10

Hernandez, Donald
Ewa Beach, HI
District 17
08-14-10

Hollaway, Rodney
Salinas, CA
District 90
10-15-10

Hook, Robert
Cupertino, CA
District 90
09-24-10

Johnson, James
Farmersville, CA
District 50
10-28-10

Jones, Henry
Mariposa, CA
District 50
10-18-10

Juell, Rolf
Oakland, CA
District 20
10-06-10

Leedy, Janine
Waianae, HI
District 17
07-11-10

Najera, M
Paradise, CA
District 60
10-25-10

Nuessmann, John
San Carlos, CA
District 01
10-06-10

Prescott, Alan
El Dorado, CA
District 80
09-30-10

Ralston, William
Paxton, NE
District 99
10-11-10

Sturm, George
Redding, CA
District 70
10-11-10

Sumimoto, Iwao
Honolulu, HI
District 17
10-08-10

Tamashiro, Shigemo
Pearl City, HI
District 17
10-13-10

Vanderlinden,
Cerano
Cave Junction, OR
District 99
10-09-10

Windbigler, Gary
Blocksburg, CA
District 40
09-30-10

DECEASED DEPENDENTS

Armstrong, Hattie.
Wife of Armstrong,
William
07-30-10

Bishop, Velma.
Wife of Bishop, Gail
(dec)
09-04-10

Bryant, Wilma.
Wife of Bryant, Ken
(dec)
09-21-10

Cordeniz, Erleene.
Wife of Cordeniz,
Oliver (dec)
09-25-10

Edelman, Lucille.
Wife of Edelman,
Melville
09-25-10

Erickson, Linda.
Wife of Erickson,
Paul
09-26-10

Freeman, Cora.
Wife of Freeman,
Billy (dec)
10-10-10

Gibbs, Roma.
Wife of Gibbs,
Franklin (dec)
10-22-10

Giles, Christina.
Wife of Giles, Stanley
(dec)
10-26-10

Gomes, Charlotte.
Wife of Gomes, Joe
06-30-10

Hannemann, Karen.
Wife of Hannemann,
Leonard
09-29-10

Henson, Elsie.
Wife of Henson,
Doyle (dec)
09-19-10

Kanae, Yvonne.
Wife of Kanae, Henry
(dec)
09-04-10

Kanooth, Diane.
Ex-wife of Casetta,
Renato
10-25-10

Kaonohi, Trinidad.
Wife of Kaonohi,
Gaylord
08-31-10

Kaopio, Bernicia.
Wife of Kaopio,
Matthew Sr.
10-12-10

Kekiwi, Olivia.
Wife of Kekiwi,
Lawrence
02-20-00

Lester, Dawn.
Wife of Lester, John
(dec)
09-24-10

Meier, Marilyn.
Wife of Meier, Ernest
10-05-10

Niihau, Victoria.
Wife of Niihau, Frank
Sr. (dec)
09-16-10

Njirich, Patricia.
Wife of Njirich,
George (dec)
09-29-10

Olin, Marie.
Wife of Olin, Milo
(dec)
08-28-10

Parker, Ellen.
Wife of Parker, James
(dec)
09-28-10

Parsons, Bobbie.
Wife of Parsons, Sam
(dec)
09-29-10

Porter, Sharon.
Wife of Porter, Cecil
Jr. (dec)
09-29-10

Telford, Alice.
Wife of Telford, Fred
09-14-10

Theodore, Joyce.
Wife of Theodore,
Erman (dec)
10-08-10

Topken, Pauline.
Wife of Topken,
Arthur (dec)
10-07-10

Williamson, Twana.
Wife of Williamson,
Keith
07-24-10

Yaris, Ceferiana.
Wife of Yaris, Elayas
(dec)
10-14-10

Young, Rose.
Wife of Young, Logan
(dec)
09-18-10

PROCEED WITH CAUTION

Operators need to protect themselves from head to toe



Accidents on the job are serious liabilities to companies in terms of workers' compensation laws and lost work time. While operators cannot always control their environment – such as the weather or the traveling public – they can control some aspects of their safety. One of the easiest ways

is using Personal Protective Equipment (PPE), which the Occupational Safety and Health Administration (OSHA) requires when employers determine it necessary.

Twenty-one-year member Thomas Trump models some of the most common PPE:

HARD HAT

Per OSHA standards, protective helmets must be worn by any operator working in an area where there is possible danger of head injury from falling objects, electrical shock or burns. Specific requirements depend on the jobsite, but the style depends on the operator. Hardhats come in almost every color and style, from pink, wide-brimmed helmets to brown hardhats that resemble cowboy hats.

SAFETY GLASSES

According to statistics, thousands of people are blinded each year from work-related eye injuries that could have been prevented with the proper selection and use of eye and face protection. Eye injuries alone cost more than \$300 million per year in lost production time, medical expenses and workers' compensation.

Eye protection in good repair must be kept clean and worn when operating equipment that could present eye or face injury from physical, chemical or radiation agents. Goggles are also available that can be worn over prescription glasses, if necessary.

EARPLUGS

Per OSHA standards, ear protection must be provided to workers in areas where the noise levels and/or duration of exposure cannot be reduced. *Plain cotton is not an acceptable protective device.*

SAFETY VESTS OR HIGH-VISIBILITY CLOTHING

You may not see brightly colored vests and clothing walking the runway these days, but you'll definitely see it walking around a jobsite, even at night! This helps prevent accidents at work because of a lack of visibility.

GLOVES

A good pair of gloves will keep you warm in the winter, but they can also save your hands when exposed to hazards such as skin absorption of harmful substances, severe cuts and punctures, chemical burns and extreme temperatures.

PROTECTIVE FOOTWEAR

Regardless of the jobsite, a good pair of hard-soled work boots is required. However, some sites require stricter requirements, like steel-toe boots. Boots will protect your feet from the mud, dirt and other elements on the job as well as harmful electrical hazards and materials that could puncture your feet.

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*

Or call:
(916) 993-2047, ext. 2506

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

Or e-mail to:
jjohnston@oe3.org

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

FOR SALE: 2008 Montana 2 slides 35-feet. Electric fireplace, set up for washer and dryer. Electric awning; awning over slides. Extra patio stairs. \$30,000. (541) 661-1423. Reg# 1142922.

FOR SALE: 7500-watt Malti power generator 125 or 220 volts with battery charger. Has low oil-warning shutdown and electric start. Has only about 60 hours. Almost like new. \$1,000 OBO. (760) 793-9452. Reg# 2264345.

FOR SALE: Ruger M77 17 cal rimfire rifle with tasco 2 to 24 power 40mm scope. \$475. (760) 793-9452. Reg# 2264345.

FOR SALE: 2007 Yamaha 650 v star. Pearl white. Like new. Very clean. Well taken care of. Parked inside. 1,000 miles. \$4,200. (209) 620-6792. Reg# 2151120.

FOR SALE: Four tires and wheels. 800/R16.5 LT tires. Fit Dodge, Ford and International. Eight hole lug bolts. \$150. (707) 695-4860. Reg# 1018604.

FOR SALE: GMC 4-71 GMC diesel engine unit 4.11184 continuous HP 83@1,600 RPM. Power takeoff model PTA 1111 Serial 4975 Detroit 5170849. Come listen to it run. \$2,000/OBO. (415) 488-9515. Reg# 0702375.

FOR SALE: Magnetic compass. Dash-mounted aviation type. \$100/OBO. (415) 488-9515. Reg# 0702375.

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

FOR SALE: Thomas' Retreat in Newman, Calif. Older three-horsestockcombination trailer. Two 7,000-pound axles, 2-5/16 ball hitch. Four-horse combination stock gooseneck, 6 feet 6 inches wide, 6 feet 6 inches high, brash tenders, escape door, shute gate divider gate, upper and lower interior lights, adjustable 2-5/16 ball hitch. Make offer. (209) 862-2498, (209) 535-0127, (707) 887-2033 or (408) 243-1181. Reg# 0661943.

FOR SALE: A 1995 U.S.A. Chrysler 24-foot motor home, 87,115 miles. Really clean. \$4,000 OBO. (209) 862-2498, (209) 535-0127, (707) 887-2033 or (408) 243-1181. Reg# 0661943.

FOR SALE: Manufactured home in Lemon Valley, about seven minutes north of Reno, Nev. 1,400 square feet, 2 bed/2 bath on 0.25-acre lot in quiet neighborhood. Remodeled in 2005, new siding, roof, windows, drywall, cabinets, plumbing, plumbing fixtures, electrical, electrical fixtures, appliances, floor coverings (tile and carpet), landscaping, automatic sprinklers, city water/sewer. \$115,000. (916) 687-7891 or (916) 502-0638. Reg# 2434282.

FOR SALE: 1994 Fleetwood 14-by-48 2 bed/1 bath. Covered carport on one side, open parking, shop and storage shed and garden area on the other side. You won't feel closed in. All appliances including range, refrigerator, washer and dryer. Walking to beach close. Small pet allowed. \$28,000. Good for summer or year-round. (541) 661-1423. Reg# 1142922.

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: 2005 Harley Softail Deuce. 1,700 miles. \$13,000 or trade for toy hauler. (530) 889-1081. Can deliver bike. Reg# 2487022.

FOR SALE: Clean, well-kept, 2 bed/1-1/2 bath mobile home in Mohave Valley, Ariz. Fenced yard, shed, covered parking, RV parking. Close to stores and hospital. \$40,000. (928) 704-5199. Reg# 0796005.

FOR SALE: 32-foot Southwind motorhome. 30,000 miles. Excellent condition; like brand new. \$16,000 OBO. Also: Two motor scooters: A 1989 250cc Honda for \$1,500 and a 2008 400cc Suzuki for \$4,000. (916) 381-8007. Reg# 1171929.

FOR SALE: 1957 Chevy Bel Air two-door hardtop: \$30,000 OBO. Also: 1934 Ford five-window coupe: \$35,000 OBO. (916) 381-8007. Reg# 1171929.

FOR SALE: OTC 55-ton press, model# 1847: \$3,200 – half the cost of new. Also: OTC heavy-duty cherry picker, 4,400-pound capacity, model# 1820 (foldable): \$2,700 – half the cost of new. Also: Sioux valve and seat grinder, model# 645, straight driver/stones/guides/dressing tool: \$1,200 OBO. (707) 391-7495. Reg# 1967861.

FOR SALE: 1917 Ford Model T convertible touring car. Three-door. Very good condition; runs great. Been in the family for 60 years. \$12,500 OBO. Located in Placer County area. (916) 652-8636. Reg# 1791583.

FOR SALE: Honda TRX 250 X 1987. Low hours. All original. Well maintained and garaged. \$2,100 OBO. Loomis area. (916) 652-8636. Reg# 1791583.

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

FOR RENT: 2 bd/2 ba ocean-front condos in Maui. Both units are right on the ocean at Sugar Beach in Maalaea Bay. Full kitchens, laundry. Sleeps six. Visit www.MarysMauiCondo.com or call (707) 480-4121. Reg# 0782777.

FOR SALE: Condo in Maui, 2 bd/2 ba. Ready to move in or use as a vacation rental. Comes furnished. Ocean-front unit. (707) 747-6727 or vpd412@aol.com. Reg# 0782777.

FOR SALE: Coeur d'Alene, Idaho – lovely 4 bed/3 bath home. Large, open living room-dining area, spacious entertainment/family room. Located on large corner lot. Close to schools and parks. Subdivision in nice neighborhood. Kootenai County. \$329,000. (208) 755-0256. Reg# 1812603.

FOR SALE: 5-bed, split-level home on five fenced acres. Rock gas fireplace, gas stove, central heat, wood-burning stove. Office, large kitchen, bar, laundry room. Mother-in-law quarters downstairs. Orchard, room for garden. Barn, workshop,

arena, patio, lots of storage. Located in Hayden, Idaho. Kootenai County. \$659,900. (208) 755-0256. Reg# 1812603.

FOR SALE: 30-30 Winchester model 1894. Serial no: 115919. In very good condition. \$1,600 OBO. (707) 725-5334. Reg# 0939694.

FOR SALE: 302A John Deere Tractor. Bucket in front, hydraulic tilt on scraper and rippers, safety cab; set up for backhoe; has reconditioned heads, new valves and injectors, heavy-duty pump for backhoe, new diesel fuel pump and booster pump, new starter, good tires. \$15,500 OBO. Also: 1928 five-window coupe Model A Ford. Restored. 76,000 actual miles. \$17,500 OBO. (916) 991-1530. Reg# 0486196.

FOR SALE: 1991 Cadillac Brome, four-door, gray leather interior, white with vinyl top, electric seats and windows, radio – cassette player, 5.7 engine, low mileage. Excellent condition. \$3,000 firm. Call Dan at (559) 291-6110. Reg# 0998883.

FOR SALE: 1965 Mustang coupe H.P. V8 four-speed. \$8,500. (209) 345-7355. Reg# 1631682.

FOR SALE: Secure one acre with remote gates and high fence, large RV cover, 30 feet wide, 75 feet long with shop on the end and all hookups. Surrounded on three sides by evergreen trees. Modular home in-ground hot tub, in Pahrump, Nev., 65 miles from Las Vegas; about 10 miles from California border. \$135,000. (208) 520-2515 or (775) 537-7119. Reg# 0336937.

WANTED: Shotguns, rifles, pistols, ammo and reloading equipment from one to a whole collection. (559) 351-6615. Reg# 2123273.

FOR SALE: 2000 Ford F250 crew cab. Triton V10. White with tan interior. With tow package. 11,875 miles. \$18,000 OBO. Also: 1996 Sierra 5th wheel made by Cobra. 30 feet with a pop-out. \$7,500 OBO. (530) 288-1102. Reg# 2707216.

FOR SALE: 1992 Safari Ivory edition, 36.5-foot-wide body motorhome. Cummins diesel pusher. Two air conditioners, two TVs. Gas or electric fridge. Ice maker. Four-burner stove. Microwave-convection oven. Dishwasher. Gas or electric water heater. Dual-control airbed. Satellite TV with auto locate dish. Solar panels. Dash air converted to R134A all new parts. \$25,000. E-mail johnatclovis@gmail.com. Reg# 1466918.

FOR SALE: 2006 Niagra tent trailer by Fleetwood. Two king beds, sleeps six, dinette/bed slide-out, bathroom with toilet and shower. Oven, three burners, microwave, three-way refrigerator, heater and air conditioner, CD/AM/FM player, awning, exterior stove and shower. Very clean. One-owner, lightly used. Will throw in Thousand Trail membership (an \$800 value) \$12,500 OBO. (831) 902-0209 or rabaje@yahoo.com. Reg# 2360770.

FOR SALE: Snap-on tool box with tools (fully loaded) and a man-made sidebox toolbox, also with tools. Tools include torque wrenches, pneumatic tools, most everything you need and up-to-date. Would be perfect for a second- or third-step mechanic apprentice hoping to save money by not having to buy brand-new tools. For all: \$15,000 OBO. (209) 688-0647. Reg# 2143563.

FOR SALE: 1953 Ford convertible 50th anniversary issue 239 V8 flathead three on the tree. Overhauled engine. New pistons, rings, valves, etc. New brakes, wheel cylinders and clutch. New steel-belted radials, including spare. New rubber for door and trunk trim. Many re-chromed parts, including new door handle. Project car. Placed in storage. \$8,500 OBO. (808) 351-8697. Reg# 2291142.

FOR SALE: Concord roping saddle: \$1,200. Also: Walk-behind compactor with water tank for blacktop or slurry: \$800 OBO. (916) 991-1530. Reg# 0486196.

FOR SALE: 1969 Delta '88 Oldsmobile, Classic Big Block 455 CID motor. Great road car, licensed, insured, no-smogs, AM/FM/cassette radio, 4 d/ht white/gold interior, straight body. Has rust, front windshield crack, needs to be fixed up. Cloth seats, some bond-do and paint job. \$2,000 OBO. (650) 726-7810 or cell (650) 483-0990. Reg# 2023990.

FOR SALE: RV car tow bar and front shield by Roadmaster. Sterling top-of-the-line unit with front car shield. For towed Dingi car. (209) 745-2574 or cell (209) 747-3733. Reg# 1826078.

FOR SALE: Rifle: Ruger Mark II long rifle 22 caliber. Like new. \$375. Also: Pistol: 32 caliber squirrel gun black powder. Newer. \$250. (510) 895-6543. Reg# 0915793.

FOR SALE: 2005 Honda CRF 150 four-stroke dirt bike. Runs good. Great size for kids. \$1,650 OBO. (916) 202-4054. Reg# 2233712.

Welcome aboard, Sarah Reed

First tugboat contract signed to Local 3

By Jamie Johnston, associate editor

After a big push to join Local 3, Dutra Dredging's tugboat crew has finally jumped onboard.

Dredging Rep. Dave Harrison signed the vessel to the first contract of its kind. While Dutra Dredging has been signatory since the '80s, the tugboat remained non-union for almost 30 years, only able to work on Local 3 jobs under a Project Labor Agreement (PLA). Now, the crew is permanent.

"This is the only tugboat contract in Local 3," Harrison explained.

The tugboat, named Sarah Reed, has eight members working aboard 24 hours a day/seven days a week. Rotating crews work one week on and one week off, so "Sarah" is set up like a home away from home. "She" has living quarters and a dining area complete with two refrigerators, an oven and a family-style table.

Mate Ryan Lack said he and the crew would only go union if they could sign with Local 3.

"Local 3 has the best benefits package," he said. "We've worked along Local 3 members, so we know they're taken care of."

For Capt. Steven Frost, the decision to go union was based on those who will follow him.

"I joined it for the people behind me, the next generation," he said. "It's good retirement; good medical."

He knows firsthand, because his father, Retiree Jack Frost, was first initiated into Local 3 in 1952, and Steven was "raised from the union."

"He was a big union guy for sure," Steven said of his father. "That union took good care of my family."

His son, Jonathan Frost, is also a Local 3 member.

"It was a good discussion," Steven said of the negotiations with Harrison. "I walked out of there thinking it [the contract] was fair."

His crewmates agree, and Local 3 is pleased to have them onboard.



The crew that works aboard the Sarah Reed includes, from left: Mate Ryan Lack, Senior Capt. Todd Gilbert, Deckhand Josh Peterson, Capt. Steven Frost and deckhands Joe Correia and Dennis Kester. Mate Jon Peterson (Josh's father) and Deckhand Tandy Morrison are not pictured.

