

OPERATING ENGINEERS LOCAL UNION NO. 3

ENGINEERS

NEWS

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Members work on million-dollar stimulus job





PAGE 12



PAGE 19

CONTENTS

Financials	4
Unit 12.....	6
Report & Review	7
Public Employee News	8
Credit Union	10
News & Notes.....	11
Member restores historic fire engine	11
A job for every craft.....	12
Political perspective.....	14
Fringe Benefits	15
Signatories work together	16
Rancho Murieta	18
In the water business.....	19
Survival of the fittest.....	20
District Reports.....	21
Meetings and Announcements.....	28
Health News	30
Swap Shop.....	31

Operating Engineers Local Union No. 3

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Dominique Beilke	Art Director

www.oe3.org

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For The Good & Welfare

By Russ Burns, business manager

Work season just around the corner: Plenty ahead

As we finish the first quarter of 2011, it's a good time to look ahead at our upcoming work season. The economic recession and projected financial forecasts remain at the forefront of our minds. Everyone has predictions about when the recession will end and what the coming year will bring. A look at the local's financial position at the end of last year can be found on pages 4 and 5. Even with the overall economy growing at 3.2 percent in late 2010, the construction economy did not fare as well. Yet when I visit with you at meetings and trainings, I get the sense that most of you remain hopeful and are focusing on what you believe will be a positive future for our industry. I agree with you.

Spring is just around the corner, meaning our work season is too. Notable work developments include the recent Project Labor Agreement (PLA) passed by the Berkeley City Council in Oakland District 20, promising that all local projects valued at \$1 million or more will be done all-union at our prevailing-wage rate. This three-year deal will be revisited after the first year, and there are signs the council may lower that dollar threshold. In nearby Burlingame District 01, other good news came with the announcement that the next America's Cup boat race will be held in San Francisco as early as 2013 and is expected to generate 8,000 jobs and more than \$1.4 billion in economic activity. Many of those jobs will be ours, as we help improve the waterfront and transportation to and from what will be an exciting venue. Sacramento District 80 has more than \$1.5 billion worth of work waiting to bid. Much of that will head our way, so stay tuned for more news on those projects. In Hawaii District 17, the Federal Transportation Authority (FTA) issued a Record of Decision confirming that the Honolulu Rail Transit project has met all the environmental requirements to move forward, meaning work may begin as early as this summer. In Nevada District 11, work on the Ruby Pipeline should finish by next month and several paving projects and interchange work will continue through the summer. In Utah District 12, the Ruby Pipeline will continue into the summer as well, and other pipeline projects, such as the Apex Pipeline, will start.

Speaking of pipeline work, there have been several pipeline, Hazmat and Occupational Safety and Health Administration (OSHA) trainings occurring district-wide, and these have been well-attended. I hope this trend in training continues, as more

classes may be scheduled (contact the training center in your area for updated schedules). It is never too late to brush up on your skills. Every certification you hold means greater job security and opportunities. Don't be left out because you are missing a credential or two.

Hawaii's rail project is great news for our industry. Other developments regarding high-speed rail include President Obama's recent announcement calling for a six-year, \$53 billion spending plan for these trains. An initial \$8 billion in spending will be part of the budget plan he recently released to Congress. If approved, this money would go toward developing or improving trains that travel up to 250 miles per hour and connecting existing rail lines to new projects, meaning California's high-speed train. Obama understands that jobs are created through investments in infrastructure. He said in his State of the Union address that he wanted to give 80 percent of Americans access to high-speed rail within 25 years. Let's hope Congress is on the same page!

If you haven't already, you may soon receive a letter in the mail regarding changes to your health-care benefits. These changes should not come as a surprise, since our Fund depends on hours worked, and as you all know, hours have not been what they should be for several years. Consequently, your Trustees have had to make these changes to keep the Plan solvent. While some include cost increases, others include Plan benefits, such as monetary incentives for the membership to get and stay healthy. Additional details will be available for you in *Engineers News*, through the mail and online. It's important that you understand we're being proactive in this approach, ensuring the Plan remains sound and that you continue to receive the top-notch health care you always have. Our health-care Plan is not called a "Cadillac plan" for nothing. It is best we act now rather than react to a severe Fund imbalance in the future. Please note: We continue to maintain our leadership policy of transparency and protecting this organization through good times and bad.

It is hard to believe we are already in the end of the first quarter of 2011. There is no better time to come together than now, and no better way than the March 20 Semi-Annual Meeting. It always promises to be a fun event, but it is also an important one. Lots of information on your union will be shared. Hope to see you there.



District 01 gets America's Cup

While Bay Area travelers are used to seeing Local 3 members "painting the sky," as early as the end of this year, they might find them along the waterfront.

It was recently announced that the America's Cup yacht race will be held in the San Francisco Bay in 2013. For Operating Engineers, that means work.

The series of races is expected to generate as much as \$1.4 billion in economic activity and more than 8,000 jobs. According to Burlingame District Rep. Ken Oku, that money translates down to about \$80 million worth of construction work.

"It's a definite plus to our members who will be working on pier improvements for the race. America's Cup is a great event to be hosted here. It will bring tourists to the area, improve the economy and add work for local operators. They're expecting 200,000 visitors per day to attend the races.

"It will also create lots of work for our public employees who work for the city – the Port Authority and Parks and Recreation," said Oku.

Specific piers that will receive "facelifts" include piers 30-32 for boat-team bases, piers 27-29 for public-race villages, Pier 23 for regatta operations and Pier 19 for media outlets. All in all, it's an exciting event for the Bay Area, one that Local 3 members will play a role in. Stay tuned for more coverage.

Talking Points

By Fred Herschbach, president



A handshake goes a long way

As chair of the Best Practices Committee, I'm very pleased with the work we are doing and the positive impact we are making on our Trust Funds. At the time of this writing, we are preparing to give our recommendations to the full Board of Trustees.

We came up with several cost-savings solutions that will hopefully not impact the membership too severely. One solution is to allow coverage for Over-The-Counter (OTC) Protein Pump Inhibitor (PPI) drugs, such as Zantac and Prilosec, and other generic or OTC heart-burn medications up to \$30 per month for a 34-day supply (or \$90 for a mail-order 90-day supply). The actuaries figure this change should save the fund \$2.5 million to \$3 million per year.

We will also be utilizing a Caremark program called *Pack Your Bag®*, which includes presentations given by a local CVS pharmacist at Retiree Meetings on relevant health topics, such as osteoporosis, controlling cholesterol and understanding high blood pressure. The program also includes one-on-one medication management. Some of our retirees take up to 25 different types of prescription medications each day without knowing possible interactions and expiration dates. This program will educate you and save you money.

These solutions and more will be discussed in greater detail in upcoming editions of *Engineers News*.

It's going to be a busy year, as your Trustees' and officers' calendars are rapidly filling up with meetings and appointments. Business Manager Russ Burns is busy trying to implement high-speed rail, which would put an incredible amount of members to work. Therefore, if a meeting or rally about this historic project comes to your area, please show your support.

As of this writing, Local 3's funds are being reviewed. While we don't have the exact numbers, it is predicted that we are doing OK. With all the changes we have made to our plans (investments, Health and Welfare and Annuity), we are holding our own, and that's good news, considering these times.

The biggest influence on our funds is hours worked. If these hours increase along with good investment results, everything within the local will come together. Yet, these are all big "ifs" at a time of great market uncertainty. Stay tuned for more details.

There seems to be a new trend within our local and throughout organized labor, and I don't necessarily think it's a good one. In 2009 and 2010, we had a lot of member-to-member grievances. These are filed when a member feels that he or she was done wrong by another member. The Bylaws refer to the process in greater detail, but the process is not my focus, rather it's the reason for the increase. Maybe it's the times today (the lack of work) that have put us all on edge. But if we can take a deep breath once in a while and shake a hand, maybe we won't have as many grievances. It's hard enough just trying to make ends meet. Sometimes a handshake goes a long way.

I would like to share another story about being union. I was standing in the checkout line at the grocery store the other day, and next to my line was a self-checkout row of cash registers. Behind me were two other customers with just a few items each. The manager came over to my line as I was checking out and told the folks behind me that they could go to self-checkout. Both customers said they would wait. My interest piqued, and so I introduced myself. The lady was a retired teacher and the gentleman was a concrete finisher. I asked them why they didn't go to the self-checkout lane. Both said that it wouldn't feel right, because it helped take someone's job. The retired teacher said that the money the store might save on labor if she used the self-checkout lane would not lower food prices. She is absolutely correct. Both individuals saw the benefit of using labor. That grocery store is union, and I wanted to share that story with you, because we all need to look out for each other.

Thanks, be safe and I'll see you March 20 at the Semi-Annual.

OE3 FINANCIAL REPORTS

Fourth Quarter 2010 Financial Results

The fourth quarter of 2010 continued to show improvement in the U.S. economy. Fourth-quarter Gross Domestic Product (GDP) grew at an annual rate of 3.2 percent, slightly higher than the third quarter's 2.6 percent growth rate; nevertheless, significant job creation, or lack thereof, continued to be the main stumbling block on our nation's road to recovery. Business and consumer spending increased during the fourth quarter, as did personal income, which grew at a strong 1.3 percent rate; however, construction spending continued to contract with 2010 spending at 10.3 percent below 2009's level. Residential and non-residential construction remained weak, and state and local government spending continued to decline. For the full year, real GDP increased 2.9 percent versus 2009, while overall 2010 inflation remained tame at 1.5 percent.

Nationwide, private-sector job creation reversed course during the fourth quarter of 2010, as 424,000 jobs were added versus a third quarter loss of 91,000 jobs. For all of 2010, more than 1.1 million jobs were created nationwide; unfortunately, these increases were not in the construction industry, which saw employment fall by 93,000 jobs or 1.6 percent. Nationally, 2010 ended with an unemployment rate of 9.4 percent, down slightly from September's 9.6 percent rate and 0.5 percent below December 2009. California, Nevada and Hawaii saw their unemployment rates increase modestly during the fourth quarter to 12.5 percent, 14.5 percent and 6.4 percent respectively, while Utah's rate remained steady at 7.5 percent.

During the fourth quarter of 2010, Local 3's membership decreased by 329 members, bringing the year-to-date membership loss through December 2010 to 1,414 members or 3.82 percent.

Financially, Local 3 reversed three consecutive quarterly losses by posting a gain of \$469,016 for the fourth quarter of 2010. Fourth-quarter 2010 receipts came in at \$10.7 million – a 6.1 percent increase over the third quarter. Fourth-quarter 2010 expenses were \$10.2 million – a 3.0 percent decrease

versus the third quarter. Monthly supplemental-dues revenue increased again during the seasonally strong fourth quarter, continuing the sharp upward trend which began in the third quarter. Fourth-quarter 2010 expenses decreased modestly as employment, per capita and other expenses fell due to cost-containment measures implemented by Local 3's officers. Even with the fourth quarter's positive performance, 2010 proved to be a very disappointing year financially with a net loss of \$3,674,220.

Despite the difficult past year, many building blocks were put in place to provide a solid foundation going forward. In collective bargaining, major agreements were successfully negotiated during 2010 for the construction industry and State Unit 12 in California, Newmont Mining in Nevada and Geneva Rock in Utah. In politics, union volunteers devoted many hours to work on close elections resulting in key victories including infrastructure-supporting governors Jerry Brown (California) and Neil Abercrombie (Hawaii) and long-time labor friends Barbara Boxer (California) and Harry Reid (Nevada) in the U.S. Senate. Tough decisions were also made by the Local 3 officers in the form of layoffs and the re-implementation of the Reduced Work Week program to "right-size" the local's 2011 budget in relation to the decrease in work hours. Looking forward, Local 3 is poised to reap the rewards of our hard-fought battles and numerous 2010 accomplishments.

Fund Balances (\$ in millions)		
	12/31/10	12/31/09
General	\$37.6	\$41.3
Hardship, Strike, Lockout	\$4.2	\$3.8
Emergency	\$12.3	\$11.5
Defense	\$5.4	\$4.9
Capital Maintenance	\$0.8	\$1.8

Fourth Quarter 2010 Financial Report

(Unaudited, in thousands)

Profit & Loss Statement (Dec. 31, 2010, year-to-date)

Membership Revenue	\$32,435
Other Revenue	\$5,044
Total Receipts	\$37,479
Salaries, Benefits & Taxes	\$26,109
Per Capita Taxes	\$5,161
Office & Operations	\$3,130
Depreciation	\$1,560
Professional Services	\$1,039
PACs & Fund Allocations	\$1,018
Admin & Public Relations	\$3,136
Total Expenses	\$41,153
Net Income/(Loss)	(\$3,674)

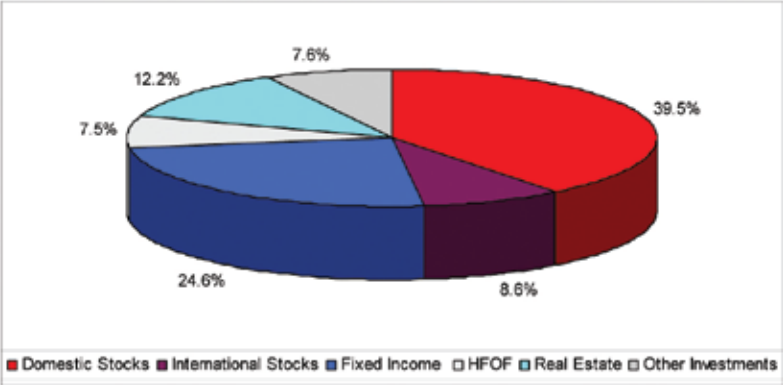
Balance Sheet (As of Dec. 31, 2010)

Cash, Investments & Deposits	\$30,616
Employee Funded 457 Plan	\$1,523
Automobiles	\$3,003
Office Furniture & Equipment	\$1,649
Computers & Software	\$9,135
Communications Equipment	\$874
Print Shop Equipment	\$1,006
Less Accum. Depreciation	(\$8,648)
Total Assets	\$39,158
Liabilities	(\$1)
Employee Funded 457 Plan	\$1,523
General Fund Balance	\$37,636
Total Liabilities & Fund Balance	\$39,158

**Pension Trust Fund for
Operating Engineers**
12/31/10

Plan Assets

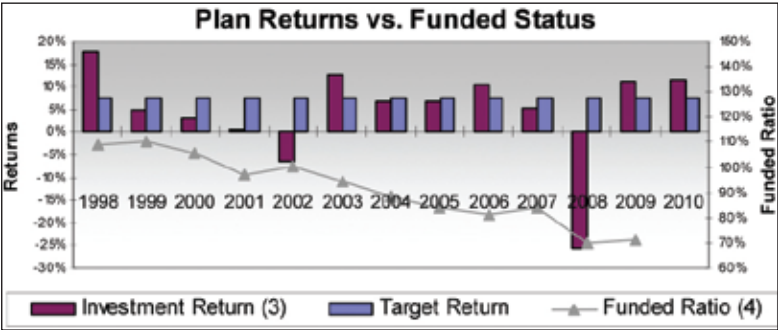
(1) Total Investments	\$ 2,953,561,082
Domestic Stocks	1,166,734,312
International Stocks	254,658,401
Fixed Income	726,869,414
Hedge Fund of Funds	218,903,729
Real Estate	360,708,578
Other Investments	225,686,648



- Notes:
- 1) Asset figures and returns are preliminary and unaudited. 2010 return is 12 months ending 12/31/10.
 - 2) Other investments include insurance contracts with New York Life and operational cash.
 - 3) Returns through 12/31/2007 were not calculated by IPS.
 - 4) The Funded Ratio is the value of assets used for the annual pension plan valuation divided by the present value of accumulated plan benefits as provided by the actuary.

Plan Returns / Funded Status

	Investment Return (3)	Target Return	Funded Ratio (4)
1998	17.8%	7.5%	108.9%
1999	4.8%	7.5%	110.4%
2000	3.2%	7.5%	105.4%
2001	0.4%	7.5%	96.9%
2002	-6.6%	7.5%	100.6%
2003	12.5%	7.5%	94.5%
2004	6.7%	7.5%	88.7%
2005	6.9%	7.5%	84.0%
2006	10.5%	7.5%	81.3%
2007	5.2%	7.5%	83.5%
2008	-25.6%	7.5%	69.7%
2009	11.1%	7.5%	71.2%
(1) 2010	11.6%	7.5%	N/A



Commentary (4th Quarter 2010):

The fourth quarter of 2010 saw equity indices post double digit returns and powered the 2010 calendar year to strong returns for domestic equities. The S&P 500 Index returned 10.8% for the fourth quarter and 15.1% for the trailing one year. In December, the number of unemployed persons decreased by 556,000 and the unemployment rate declined to 9.4%. Over the year, these measures were down from 15.2 million and 9.9%, respectively. Total job growth for the month of December was 103,00 jobs. At the start of the recession in December 2007, the number of unemployed persons was 7.5 million, and the jobless rate was 4.9%. The Barclays Aggregate Index, which measures the broad fixed income market, returned -1.1% during the fourth quarter and 6.5% for the trailing one year. Non-investment grade corporate debt posted strong gains in the fourth quarter as continued spread compression aided returns as investors sought higher yields as a shelter from expected rising interest rates.

Time to revisit EFCA

It's not a new story. From the beginning of the employer/employee relationship, workers' rights have been an issue – once non-existent and then forever in danger of being compromised.

Today's working environment is no different, as four states, Arizona, South Carolina, South Dakota and most importantly to us, Utah, recently approved state constitutional amendments intended to take away one very basic right: The right for public-sector employees to persuade an employer to voluntarily recognize a union after showing majority support by signed authorization cards or other means.

Under the 1935 National Labor Relations Act, public-sector employees have two ways to join a union: They may vote in secret-ballot elections, or they may use the way mentioned above – the way these states are trying to take away. If the second is taken away, employers are placed under direct state-law pressure to refuse to recognize their employees' choice, not to mention, employers gain greater opportunities to threaten and harass their workers when they seek to join or form a union.

While these states' attempts to thwart this right were found in conflict with federal labor law and pre-empted by the U.S. Constitution, thanks to a recent ruling from the National Labor Relations Board (NLRB), the battle continues.

It is time yet again to bring back the conversation about the Employee Free Choice Act (EFCA), which was labor's biggest buzz word during the 2008 presidential election. If passed, the act would require employers to recognize a union after a majority of workers sign cards or petitions seeking union representation and offer stronger protections for workers against harassment by employers when they do want to join a union.

Even though the NLRB has advised the attorney general in each of these four states that their amendments are unconstitutional and will file a lawsuit against them in federal court, if necessary, the fight is clearly not over. It is never over – not until the EFCA becomes more than a campaign slogan.

What can you do? Ask your senators and representatives to support EFCA, visit www.aflcio.org for more information about EFCA and stay tuned for further information regarding Utah's secret-ballot amendments.



T CROSS A I N I N G

By Gladys Perry, business representative

An East Bay heavy-equipment training at eastbound I-580 near Byron reached Unit 12 landscape, maintenance and bridge crews from the Alcosta, San Leandro, Fremont and Telegraph yards. Employees were cross-trained on heavy equipment, including graders, backhoes and two types of asphalt rollers.

In Caltrans District 04, the needs are slightly different than in other parts of Northern California. For example, during snow season, workers operate heavy equipment more frequently than in the immediate Bay Area. Going south, there may be more slides; going east, there may be undeveloped rural areas. In some areas, there is a sufficient shoulder on the side of the road, and in others, there isn't.

A lot of employees don't see or use backhoes, graders or asphalt rollers. They may be assigned tasks involving moving closures. Hence, with the staffing shortage, some supervisors need to borrow employees from other crews. If there is grinding and paving work, clearly there is a need for employees who are proficient on that type of equipment. Sometimes the job may be related to an emergency. The department must find someone who can be called to the job on a moment's notice. Maintenance Supervisor Manuel Polintan said it boosts morale to bring everyone together and train them on different types of equipment.



Unit 12 landscape, maintenance and bridge crews cross-trained during an East Bay heavy-equipment training.



UNIT 12 Meet the Members



Thanh Tham,
CalFire heavy equipment operator

Employees' right to union representation

In 1975, the National Labor Relations Board (NLRB) vs. Weingarten, Inc. case was heard in the U.S. Supreme Court. In that decision, union employees won the right to have union representation at investigatory interviews. These rights are known as Weingarten Rights.

Employees have Weingarten Rights only during investigatory interviews, which occur when a supervisor asks an employee for information that could be used as a basis for discipline or to defend his or her conduct.

If an employee has a reasonable belief that discipline or other adverse consequences may result from what he or she says, the employee has the right to request union representation.

"If this discussion could in any way lead to my being disciplined, terminated or cause an effect on my personal working conditions, I respectfully request that my union representative be present at this time."

Management is not required to inform the employee of his or her Weingarten Rights; it is the employee's responsibility to know and request representation.

When an employee requests a union representative to be present, management has three options: It can stop questioning until a representative arrives, tell the employee that it will call off the interview or tell the employee that it will call off the interview unless the employee voluntarily gives up his or her rights to a union representative (an option the employee should always refuse).

Employers will often say that the only role of a union representative in this situation is to observe the discussion, but the Supreme Court clearly acknowledges a representative's right to assist and counsel workers during the interview.

The Supreme Court also ruled that during an investigatory interview, management must inform the union representative of the subject of the interrogation. The representative must also be allowed to speak privately with the employee before the interview. During questioning, the representative can interrupt to clarify a question or to object to confusing or intimidating tactics.

While the interview is in progress, the representative cannot tell the employee what to say, but can advise him or her on how to answer a question. At the end of the interview, the union representative can add information to support the employee's case.

Ask your union representative for a Weingarten Rights card to carry with you.



Report & Review

By Carl Goff, vice president

Reciprocity rules explained

Like many of you, I have been an Operating Engineer for a long time, first joining Local 450 in Texas in 1976. I transferred into Local 3 in 1984 when I moved to Northern California for good.

There are other members who have come from out of state or followed work outside Local 3's jurisdiction at one point in their careers. Because of this, when it is time to retire, some worry they won't receive credit for all their years of service as an operator, but that's not necessarily the case. Instead, they may be entitled to two or more pensions from different Operating Engineers locals under the reciprocity provisions of the plans.

All Operating Engineer pension funds recognize each others' hours and credits as related. Each fund goes by its own rules in looking at these related credits. If the combined credits make a person eligible in each local's pension fund, the member gets a pension check from each local for retirement. Only pension credits and contributions made to Local 3's plan are used to determine the pension amount payable from our plan. Credits and contributions do not get transferred.

For example, let's say a member started in Minnesota and worked 1,000 hours in three consecutive years. The member then came to Local 3 (the next calendar year) and worked 1,000 hours for the next seven years. The member would have 10 combined credits as Local 3 Pension Fund rules are considered. The member would be entitled to a pension as long as he or she meets other rules of the Pension Fund, like no longer working in the trade, filing a pension application on a timely basis, etc. The member would also file with his or her Minnesota local pension fund and under its rules, may be entitled to a pension based on the 10 combined credits.

A few quick pointers: A member cannot earn two pension credits in one calendar year with Local 3's Pension Fund. Let's say the member has 1,000 hours in the first half of the year in

Minnesota, and 1,000 hours with Local 3 in the second half. Our Pension Fund grants just one pension credit for the year. The Minnesota fund may see it differently.

In another situation: If a member earned three credits with Local 3, then after five consecutive years away from the trade started working in a Minnesota local, the member would not be entitled to the three credits with us due to a permanent break in service, per our rules.

Now let's say a member works and earns five credits and is vested in Minnesota (from 1995 to 1999), is away from the trade for the next eight years (from 2000 to 2007), then earns three credits in Local 3 (from 2008 to 2010). The member would have eight combined credits as Local 3 sees them. Our Fund would pay a Pension based on three credits earned in Local 3. Minnesota would pay based on the five credits earned in Minnesota.

A member can use up to five related credits as the Local 3 Pension Fund sees them toward the Rule of 85. (Remember: This works between Operating Engineers' funds only; not Laborers, Carpenters, Teamsters, etc.)

Reciprocity provisions are a blessing, because members can build toward their retirement, even if they are moving around the country to work. But remember, we as trustees have had to make plan provision changes in the past, particularly in 2008, because of the market meltdown and losses to the fund that have caused some of our brothers and sisters to have to work to the age of 65 instead of 62 if they don't meet one of the early retirements. Reciprocity is just a way of helping protect our pensions if we have to work in jurisdictions other than Local 3.

For more information on your specific Local 3 Pension Fund related to reciprocity, call the Fringe Benefits Service Center at (800) 532-2105.

FIELD PERSPECTIVE: What the members are saying

How do you read your Engineers News?



"From front to back. I can't think of anything I would add or change."

– Richard Brewster, 12-year member



"I read it every month. First I go through and see if I recognize anyone, then I read everything – even the financials and Credit Union stuff."

– Roger Cox, eight-year member



"I always read it right away."

– Becky Hintze, 18-year member



"Not cover to cover. I look to see what jobs are in there and see if there is anyone I know."

– Craig Knowles, 13-year member



Public Employee News

By Carl Carey, director

Challenging times

By the time you read this, I will have been the director of the Public Employees Division for about three months. With any new position, there is a settling-in period before you are comfortable with your new duties. Believe me: These past three months have been challenging.

Within the first week, I was dealing with budgetary constraints due to the economic downturn. Public employees, like everyone else, have had to weather this crisis. Like every other organization, we have suffered reduced revenues.

As you are all aware of by now, notices of a dues increase were sent to all employers and the membership. We have received many inquiries about this, since it comes at a time when the membership has suffered reductions of compensation, furloughs and deferrals of contractual salary increases and benefits that have been promised. One question worth addressing: "What has the union done to reduce its expenditures as well?"

As stated in the notices, for the most part, public-employee dues rates have been less than the calculated dues rates outlined in the Local 3 Bylaws. Due to the compensation reductions that public-employee members have had to suffer over the past couple of years, the union has refrained in raising the dues and absorbed all additional operating costs. The union can no longer afford this practice, as expenditures now exceed revenues. Now members must pay the appropriate calculated dues rate, thus causing increases in some of our units. In an effort to not unduly burden the membership, Business Manager Russ Burns has accepted a plan that will allow all units to reach their appropriate dues rates over a period of time not to exceed four years.

In a further effort to balance our budget, the union, which the Public Employees Division is a part of, has made cuts to its own staff, including business agents and secretaries, and reduced credited work hours for all. The Public Employees Division had to reduce its workforce by two agents, requiring the remaining agents to pick up the additional load of servicing 181 separate units, which encompasses about 8,000 public employees in three different states.

Even with the cuts and the dues increase, budget issues continue. Additional ideas and potential solutions have been discussed, but as of this time, none have been implemented.

All of this has placed an additional load on the agents who work for you. However, they have stepped up to the plate and taken on the extra duties that these times mandate, all in an effort to maintain the quality of representation this membership expects and deserves.

We look forward to the day when we can return to some sort of normalcy, without having to look over our shoulders and wonder if cuts and layoffs are on the horizon, and read a newspaper without seeing another article stating that public employees' salaries and benefits are overpaid.

Please understand that we are all in this together, and to survive this, we must work together. I am an optimist and fully believe that times will get better.

El Dorado County agreement may be reached

By Rick Davis, business representative

I started meeting with El Dorado County employees from the Trades and Crafts, Probation and Correctional units last June, and at the time of this writing, it looks like we could have an agreement. What did we gain? What did we lose? Where are we going?

Back in June, the Board of Supervisors started with no salary adjustments and only employee takeaways, which amounted to about 20 percent. The county wanted to take away two floating holidays in the Tahoe differential, cut the work week to 36 hours, make the employees pay all of their Public Employees' Retirement System (PERS') contributions and remove certification pay. At the last negotiation session more than a year ago, the county changed the definition of hours worked, which meant a significant cut to wages as they pertained to overtime.

However, we finished negotiations with the Trades and Crafts employees paying 3 percent of their retirement and the Probation and Correctional employees paying 4 percent. We were even able to keep the employees with less than five years paying the 3 percent or 4 percent and not the new percentage that new employees will pay their first five years on the job. No 36-hour work week, no reduction in floating holidays or certification pay and no loss of Tahoe differential. We were even able to get increased comp time and holidays back and counted as hours worked for the Trades and Crafts employees. The biggest loss will be to new employees. They will pay more for their retirement, their final salary will be based on 36 months rather than 12 months and they will retire at an older age.

It is a three-year contract. With the state of California's budget woes and the economy still in the tank, it is comforting to believe that employees will not be touched for the next three years. It is unfortunate that these employees have not received a salary adjustment for more than three years, while the deputies in the county have received a salary increase every year, including a 3.4 percent increase this year. With the county changing its retirement benefit from a 2-percent-at-55 formula to a 2-percent-at-60 formula for miscellaneous employees and a 3-percent-at-50 formula to a 2-percent-at-50 formula for public safety, the county will have a difficult time recruiting and maintaining employees when this fiscal mess is over.

Hopefully, by the end of this contract, the economy will have started to turn around and negotiations will be more about how we compensate employees and not so much about how the county takes benefits and salaries away. Health-care issues are still the "elephant in the room" and will remain so throughout the coming years, not only for El Dorado County but with every jurisdiction I represent. Even though this is a three-year contract, health care and the cost of health care will be an ongoing conversation with the county. Stay tuned.

Greetings from District 60 public employees

By Mike Minton, business representative

Why can't all my public-employee units operate like the Browns Valley Irrigation District and the Linda Water District? I was in negotiations for successor Memorandums Of Understanding (MOUs) with both units for about six hours, most of which were spent doing research, and came away with good contracts that benefited everyone. In fact, management with both units wanted to give improved contracts to their employees and not only agreed with the proposals given by the employee negotiating teams but threw in some unexpected extras. Both units walked away with salary and benefit increases. Management stated: "We want to do right by our employees and give them what they deserve." What a novel concept! It just goes to show what a properly run public entity can accomplish when it wants to. No politics, no egos and no sense of entitlement – just an attitude of: "Let's do the right thing with what we have to work with."

For Browns Valley Irrigation, I would like to thank shop stewards Kenn Hugg and Dan Ward for being reasonable, honest and realistic. I would like to thank General Manager Walter Cotter and his Board of Directors for wanting to take care of their employees. They are the reason Browns Valley Irrigation District is the success it is.

For Linda Water District, I would like to thank Shop Steward Terri Thompson for all her hard work and research. She is a valuable asset to the district. I would also like to thank General Manager Doug Lofton for wanting to give his employees salary and benefit increases based on what the market would bear. He was fair and honest, and I appreciate his communicating to the Board of Directors the need to take care of his employees.

On the other hand, we have the Olivehurst Public Utility District (OPUD). OE3 has filed a Public Employment Relations Board (PERB) complaint against this district for unfair and regressive bargaining. We

went into negotiations asking for only a contract extension for the Utility Unit and a few, mostly non-economic items for the Business Unit, which we withdrew quickly. Management came in demanding what amounted to salary and benefit cuts and a severe reduction in how vacation time was accrued. The reason for doing this was not because the district could not afford it, but because "you receive too much." This is a special district, much the same as Linda Water District and Browns Valley Irrigation District. OPUD is in the same geographical

area, yet has a salary and benefit package much less than these other two districts, and management thinks the employees are over-compensated and receive too many benefits. Management's negotiator stated to the stewards of these two units when giving them the district's demands: "Accept this or suffer the consequences." What a great way to promote good relations between management and employees. OPUD forced impasse on us, and now the employees are stuck with this sub-standard contract. How many managers within OPUD will receive salary and benefit increases on the backs of their employees?

I strongly recommend that hard-working, dedicated employees of OPUD start looking for employment elsewhere. There are similar districts out there that really do care about the well-being of their employees.



From left: Browns Valley Irrigation District members Dan Ward and Ken Hugg reach a fair contract.



Job stewards Bill Gardner and Terri Thompson are largely responsible for the successful agreement recently reached for the Linda Water District.



Facing an uphill battle during negotiations, Olivehurst Public Utilities members include, from left: Park Maintenance Specialist Gerry Rodriguez, Job Steward Amber Collison, Wastewater Operations and Maintenance Specialist Rob Price and Engineer Technician Randy Lauff.

On the lighter side ...



Daylight-saving: The good and the bad

For members in California, Nevada and Utah, Daylight-Saving Time (DST) begins at 2 a.m. March 13, so remember to turn your clocks ahead one hour before you go to bed the night before. While most cell phones change automatically, make sure your alarm clocks, watches and wall clocks also "spring forward," so you're not late for work!

The good: DST actually extends daylight for an hour in the afternoon during spring, summer and much of the fall. This means "longer" days, an even earlier start to spring and more hours you can work when jobs get going again!

The bad: Unfortunately, you do "lose" an hour of sleep for one day.

Hawaii is one of only two U.S. states that does not acknowledge DST, so after it goes into effect, members in District 17 will be three hours behind their brothers and sisters in California and Nevada instead of two and four hours behind those in Utah instead of three. While it can be messy on Day 1, the change is only in effect for eight months. Clocks "fall back" an hour on Nov. 6.

Just when you thought you weren't saving anything, you're saving your time!



Credit Union

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

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News & Notes

By Dan Reding, financial secretary

An update on Guam’s work picture

I recently received news about work on Guam.

The U.S. Navy plans to spend \$20 billion to build on the island so 8,600 full-time Marines can be stationed there by 2014. There hasn’t been a Project Labor Agreement (PLA) for this work yet, but as I reported in the past, Vice President Carl Goff and I went to Guam to argue the benefits of a PLA on all of the military work. According to the Department of Labor’s (DOL’s) new set of prevailing-wage rates for workers on base-realignment-construction projects in Guam, rates for local construction work are a minimum of \$10.98 per hour to a maximum of \$16.09 per hour. We argued that if the wages aren’t raised, only non-skilled, non-U.S. workers will go there, and we won’t see any of the project’s proposed \$14 billion of U.S. taxpayer money come back to the states to help our economy.

Officials listened, but I don’t think they really heard the message. Through May, the wage rate on the military-base-realignment project will be a minimum of \$8.82 per hour to a maximum of \$23.25 for heavy construction – and this is all crafts. We have not yet seen a breakdown of what an operator will earn, and they don’t talk about any fringe package at all, so I find it hard to believe that many of our members will want to travel to Guam any time soon. Officials say they will do another wage survey in May, but I don’t expect a big change. It’s sad that we are paying for it with our tax money, since most of our taxes will go everywhere but back here to help our economy. This work would go a long way to putting our brothers and sisters back to work. I will keep you posted on any changes.

Be safe.

Member restores historic fire engine

If people could get refurbished the same way this 1939 GMC Cab-Over-Engine (COE) fire truck did, wouldn’t life be great?

This truck was “born” in a La Cima CalFire shop in 1939 with the use of lots of brass, various hard woods and red paint. Its “prime” was from 1939 to 1946, when it was used by Engineer John Hess in San Diego to fight fires. According to Hess, the truck fought and won many “battles” – so many in fact, that when Operating Engineers Unit 12 member Steve Weir received it, it was in less than mint condition. Weir, who

has worked for the Mendocino Unit for CalFire Fleet Operations for 32 years, and a crew of California Department of Corrections (CDC) inmates put in thousands of hours restoring this historic engine. They used brass, chrome and eucalyptus wood.

After more than a year of work, the engine is up and running and scheduled to be honored in a rededication ceremony in May at its birthplace in San Diego County.

After the ceremony, the engine will be “put to rest” in the CalFire Museum in San Bernardino County. Come out and see it, if you’re interested!



After more than a year, Unit 12 member Steve Weir and crew refurbished this 1939 fire engine to its mint condition.



CalFire Unit 12 member Steve Weir.

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A job for every craft

Photos by Dominique Beilke, art director; story by Mandy McMillen, managing editor

The Queen goes “green.” No, we don’t mean the Queen of the Nile or even the Queen of Sheba. We mean the Queen of the Valley Medical Center (QVMC) in Napa, Calif. Already the largest health-care facility in Napa Valley, QVMC’s new, \$120 million, three-story, 72,370-square-foot expansion will make it even larger with a surgery and acute-care center and more Intensive Care Unit (ICU) beds. The expansion will comply with seismic regulations of 2030 and set a new standard for hospitals, as it will be one of the first environmentally friendly health-care facilities to satisfy the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) requirements. While this means energy efficiency through the use of green building materials, it also means more tangible elements, such as bicycle accommodations, priority parking for electric vehicles and a healing garden. The expansion also includes private patient rooms with family spaces.

While healing gardens and family spaces are definitely a positive, for Drill Operator David Harrigill and Oiler Bob Spence, the concept of space applies more readily in relation to the size of holes needed to hold some 186 caissons, or rebar cages. These will be the cornerstones of the new structure. Holes range in size from 30 to 50 feet deep and are 30 inches in diameter. Harrigill and crew try to drill about 12 a day. The process is not simple, yet the crew makes it look that way. As operators drill, Polymer drilling fluid is pumped to hold the hole. Fluid is recycled through. When the cage is set, the concrete pushes and then displaces the remaining fluid out as it fills the hole. A tremie pipe is added to the boom to reach down into the hole for this process. As the oiler, Spence must be precise. “I survey the center of the hole with a 5-foot offset ... I’m basically the safety guy around here when there’s drilling, making sure everyone stays 6 feet away.”



From left: Oiler Walter Tello and Drill Operator Armondo Amador work on a 50-foot hole while Richard Stephenson removes the spoils.



Crane Operator Daryl Hardy unloads cages with a 50-ton RT.



Hank Lodel with Signet Testing tests concrete, observes piles and makes sure the correct cages are placed.

Mark Ramich sets up the concrete pump.

Harrigill is thankful for that, since he operates the Lo-drill to “drill the holes and clean them out.” He’s been an operator for 10 years and said Anderson Drilling is “keeping me with steady hours.”

Since the hospital is one of the largest employers in Napa County, the expansion means more health-care jobs for local residents, but more importantly for us, employment for Operating Engineers that will continue through 2012.

According to Fairfield Business Rep. Angelo Cellini, “This job is really a bonus, because we’ve got about every kind of operator – from crane operators to inspectors.”

“The trades work pretty well together,” said Spence.

Signatories on the job include Anderson Drilling, Signet Testing, BKF Surveying, Keith J. Gale General Engineering and Conco Pumping.

For more photos of this job, visit us online at www.oe3.org.



Surveyor Brian Tomlinson stakes the pilings for BKF Surveying.



Oiler Bob Spence checks the plum.



Lo-drill Operator David Harrigill removes spoils from the drill bit.



Political Perspective

By Mark Kyle, director of government affairs and public relations

VOTE program mobilizes thousands

As we near the end of the first quarter, it's important to review the election results from last year, since Local 3 has a lot to be proud of. Through the Voice of the Engineer (VOTE) program, Local 3 members engaged in grassroots politics in every state and at every level – from the municipal to the federal. Every district office deserves congratulations on a job well done. Officers, staff and active and retired members walked precincts, made phone calls, attended rallies and packed city-hall hearings on behalf of pro-labor candidates or to weigh-in on important issues. And those efforts made a difference.

We had big wins across our four-state jurisdiction, with pro-union governors, U.S. senators and congressmembers elected in Hawaii, California, Nevada and Utah.

But it's important to note that our success can be measured not only by whether we won or lost a particular election, but also by the sheer number of members participating in the effort. In every state, we had several hundred members volunteer to phonebank or walk precincts, resulting in several thousand hours of member-to-member voter contact. In California alone, Local 3 members made more than 28,000 political phone calls and identified more than 10,000 voters! You better believe that made an overall difference in the outcome of the California elections. Good job, and thanks to all of you who participated in the VOTE program.

Another exciting development last year was the “rolling out” of new technologies for political communications. For the first time ever, we used mass e-mail communications to talk to members about voter registration, candidates endorsed by Local 3, political video clips and other topics related to the

elections. Also for the first time, Local 3 members used laptop computers and a web-based phonebank system to call their fellow members about important races. Some members and staff were hesitant about the new technology, but once they used it and got used to it, most everyone loved the new system, and the results speak for themselves.

This year, we'll be rolling out more new technologies to better serve you and to allow us to work more efficiently. Look for announcements at the Semi-Annual later this month. If you can't make it to the Semi-Annual, look for announcements on our website at www.oe3.org. A quick preview of these new technologies includes a Local 3 Facebook page and a web-only option for *Engineers News*. To stay on top of new political developments and union news, sign-up now to get on our e-mail list and receive monthly updates. Also, look on our website for a new survey about how to improve the union's communications.

There are a few special elections, mostly at the municipal level, in all four states this year. Attend your district meetings or talk to your business agent to learn about endorsed candidates or how you can participate in the VOTE program. In California, there may be a statewide special election in June. At the time of this writing, the details of that potential election were being worked out. Stay tuned to the *Engineers News* or go to our website for more information.

What can you do in the meantime? Register to vote if you haven't done so already. And make sure your family, co-workers, neighbors and friends are all registered to vote.

As you can see from last year's results, you really can make a difference, and that difference means jobs.

precinct walk

attend rallies

phone bank



Retiree Post

The seat is the place to be

Retiree Earl Jolley had not intended to retire. He took a leave of absence in 1994 to take care of his ailing father-in-law and then retired three years later.



While he misses his “active” days as an operator, he doesn't have a desire to go back full-time, since “retirement has been wonderful.” Jolley hardly leads an inactive life. He spends time roofing, removing trees and dancing three times a week with his wife of 48 years, DeAnn. With a father who lived to be a day shy of 93, Jolley thinks he'll be around for many more years. He takes no medications for any illnesses and donates blood.

But his days in the field were good days too. He covered a lot of territory, from the beaches of California to the mountains of Utah, and ran whatever they needed him to, from backhoes to small cranes. Yet it was the blade he felt was the most challenging and the most enjoyable to operate: “I don't think you ever get smarter than it. It can do more things than you can make it do, or want it to,” he said.

This proficiency on many kinds of equipment is what kept him working during the lean years in the mid '80s, when “a lot of operators left the industry. I was fortunate to be able to work; I was mostly out of a job when I wanted to be.”

His advice for those struggling in today's challenging times: “Learn every piece of equipment there is to learn. If they [operators] do that, there will be more opportunities to work than those who choose to be proficient on only one piece of equipment.”

For Jolley, “joining Local 3 was the best thing I ever did.” He joined in 1965.

He knew he wanted to be an operator when his father brought “an International 14 tractor home to plow the garden.” Jolley rode in the seat with him and knew the seat was a place he wanted to be.



Fringe Benefits
By Charlie Warren, director

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

Generic vs. brand-name drugs

It is important for all of us to understand the difference between brand-name and generic drugs. There is often a big difference in cost between the two. A generic drug is the same in safety, strength, performance and intended use as the brand-name version. Brand-name drugs are usually given patent protection for 20 years. Once the patent has expired, manufacturers can apply to the Food and Drug Administration (FDA) to produce a generic version.

Get to know the brand-name and generic names. The generic name is usually the drug's active ingredient. You may have noticed the term "generic" on drug-information inserts that come with your prescriptions. This refers to the drug's active ingredient or common name and does not imply that your prescription is a generic version.

Your vision plan

Your vision-care benefits cover you and your eligible dependents for regular examinations, lenses and frames necessary to correct your vision. The benefits are provided through Vision Service Plan (VSP) and are available whether you are enrolled in the

Operating Engineers Health and Welfare Trust Fund Comprehensive Plan, Kaiser or Health Net.
The following is a quick-reference guide to your benefits. Please refer to your *Summary Plan Description* booklet for details about your plan.

General Plan Features		
Maximum calendar-year benefit	No overall calendar-year limit	
Co-payment	\$7.50 per individual, payable for the first service rendered each year	
Benefits for Covered Services and Supplies (All benefits shown are after the annual co-payment of \$7.50.)		
Item	VSP Provider	Non-VSP Provider
Exam (once every 12 months)	Covered in full	Plan reimburses up to \$37
Frames (once every 24 months)	Covered up to Plan allowance	Plan reimburses up to \$40
Eyeglasses (once every 12 months) <ul style="list-style-type: none">• Single vision• Bifocal• Trifocal• Lenticular	Covered in full Covered in full Covered in full Covered in full	Plan reimburses up to \$34 per pair Plan reimburses up to \$51 per pair Plan reimburses up to \$68 per pair Plan reimburses up to \$100 per pair
Contact lenses (once every 12 months) <ul style="list-style-type: none">• Elective	Professional fees and materials covered up to \$200	Plan reimburses up to \$100 for professional fees and materials

Steps for using a VSP provider are as follows:

- Call any VSP participating doctor and make an appointment. Identify yourself as a VSP member, then provide your Social Security number and say your group plan is with the Operating Engineers Health and Welfare Trust Fund. To locate a participating doctor, contact VSP at (800) 877-7195.
- After you have scheduled an appointment, the doctor will contact VSP to verify your eligibility and benefits and obtain authorization for services and materials.
- When you go for your visit, pay the doctor your \$7.50 co-payment and charges for any costs not covered.

For more information or to check your eligibility, please contact the Trust Fund Office at (800) 251-5014 or the Fringe Benefits Service Center at (800) 532-2105.

Retiree Picnic

Don't forget to mark your calendars for the upcoming Retiree Picnic held at the Rancho Murieta Training Center (RMTTC) on Saturday, June 4.
Come up Friday at noon and stay until noon on Sunday, if you wish. There is plenty of parking for your self-contained motor homes and trailers. Once again, Local 3 will pick up the tab for this event.

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 the schedule 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 regarding your benefits. Check with your district representative to schedule a time to meet on that date.

All meetings convene at 7 p.m.
FRESNO
Tuesday, March 1
Operating Engineers' Building
4856 N. Cedar

STOCKTON
Wednesday, March 2
Operating Engineers' Building
1916 N. Broadway

MORGAN HILL
Wednesday, March 9
Operating Engineers' Building
325 Digital Drive

WATSONVILLE
Thursday, March 10
Ramsay Park
1301 Main St.

Members work on million-dollar

Story and photos by Jamie Johnston, associate editor

What does a fish say when it swims into a concrete wall?

Dam.
It's an old joke, but the people at the U.S. Department of Interior aren't laughing. In fact, the reality behind this launched the department's largest Stimulus-funded project in the nation: The Fish Passage Improvement Project at the Red Bluff Diversion Dam (RBDD).

Balfour Beatty is the general contractor on the \$67 million final phase of the project. Work includes building a pump station and a quarter mile of positive-barrier fish screen, which will prevent fish from swimming into the dam and being injured or killed. Members went to work on this project in May, and when finished in 2012, it will protect not only endangered fish but the valuable water used to irrigate 150,000 acres of nearby farmland.

Signatory subcontractors on the job include DeSilva Gates, Jensen Drilling and Meyers Earthwork.

The dam, built in the mid 1960s, has created problems for winter- and spring-run Chinook salmon, Central Valley steelhead and green sturgeon. However, it's necessary to redirect water to the high-valued croplands in Tehama, Glenn, Colusa and northern Yolo counties.

In its entirety, the project costs about \$230 million; \$109 million of which came from the American Recovery and Reinvestment Act (ARRA).

Balfour Beatty is currently driving pile at the RBDD to divert water so the fish screens can be placed. Meyers Earthwork is screening material, DeSilva Gates is removing contaminated dirt from the site and Jensen Drilling is drilling dewatering wells.



Second-step Apprentice Meyers.



Gradesetter Pat Coffman.



Fourth-step Apprentice John Beck operates a forklift for Balfour Beatty.



Excavator Operator Harold Operator George White work



For more photos of these companies at work, visit us online at www.oe3.org.

stimulus job



entice Trevor



Mechanic Keith Bates replaces the rubber cushions on a vibrating hammer.



Ten-year member Chris Dickson.



DeSilva Gates Excavator Operator Jimmy Ward removes contaminated dirt from the site.



"Woody" Wilson, also on cover, and Loader work for Meyers Earthwork at the RBDD.



Crane Operator Frank McGarvin.



Crane Operator Jim France and Oiler Mike Archuleta work for Balfour Beatty.





Rancho Murieta Training Center for apprentice to journey-level operators

By Kris Morgan, executive director

Same but different

They are the same but different. How many times have you said that? Does that make you qualified to operate different pieces of equipment?

Teaching a person how to correctly operate an on-road dump-truck does not qualify that same person to operate a 350-ton, off-road heavy-hauler used in mining applications. Both are dump trucks performing substantially the same job. They get loaded at a loading site and dump the load. But there is a world of difference between the operating characteristics and environments of these types of vehicles.

Think about the variety of motor vehicles you see or use each day. Maybe you drive to work in a car, a truck or even ride your motorcycle and then spend

your day operating heavy equipment. All of these have an engine for a power source and a means of transmitting that power to do the work, whether it's by wheels, tracks, blades, scoops or virtually hundreds of other powered tools. Many of these components are basically the same but drastically different in how they are used. Some of the knowledge can be crossed over, but the specific applications and techniques often vary quite a bit.

Using a hydraulic crawler excavator with a 5-yard bucket to dig a cross-country pipeline trench is quite different from using a hydraulic excavator or face shovel with a 30-yard bucket to fill off-road heavy-haulers at a mine face. Both types of excavators have a power source, are mounted on crawler tracks, have a boom,

stick and bucket and are usually capable of 360-degree rotation. However, operating characteristics and requirements are as different as night and day. And don't even think about comparing them to a cable dragline. The same is true of a Cat D-8 or D-9 mounted with a blade and the same basic machine equipped with a side boom to set a pre-assembled pipeline in the trench. These are the same but different.

When someone asks you if you have ever operated a piece of machinery that is the same but different, always be honest.

Also: Be safe, and make sure you read the operator's manual and familiarize yourself with the control and operating practices of any piece of equipment.

Mechanics Corner

By Dave Bibby, Heavy Duty Repair (HDR) instructor

Turbocharge it for more horsepower

People have always looked for ways to increase engine horsepower (HP). An internal combustion engine only converts about one-third of the heat of combustion into useful power; the remaining heat is wasted through the exhaust or lost in overcoming friction. Engines require enormous amounts of air to run. Early inventors looked for ways to increase the amount of air into the engine and utilize the wasted exhaust energy, finding the solution in the form of the turbocharger.

In 1905, Swiss engineer Dr. Alfred Buchi was granted the first patent for a practical turbocharger. Working for Sulzer Brothers Research Department, Buchi developed the first turbocharged diesel engine. Unfortunately, it was not efficient and did not gain acceptance.

The first wide-spread use of turbochargers was in the aviation industry. In 1920, General Electric turbocharged a Liberty engine installed in a LePere bi-plane that set a new altitude record at 33,113 feet. Turbochargers were used very little during World War I, but thousands of fighter aircraft, such as the B-17, utilized turbochargers during World War II.

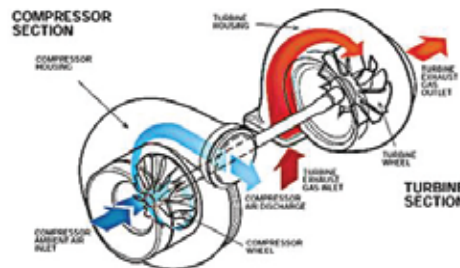
In 1954, technological advancements allowed Cliff Garret to establish the AiResearch Industrial Division (later called Garret Automotive) for commercial turbocharger opportunities.

The first turbocharged passenger car hit the market around 1962 with the Chevrolet Corvair Monza and the Oldsmobile Jetfire. Poor reliability caused both to quickly disappear.

During the oil crisis in 1973, turbocharging became more acceptable in commercial applications. The more stringent emission requirements in the '80s resulted in an increase

of turbocharging for trucks. Today, virtually every truck is turbocharged.

A turbocharger is an air pump that utilizes exhaust energy (turbine section) to drive a blower (compressor section). The turbine section is bolted directly to the exhaust manifold, where exhaust gases enter the housing. These gases strike the turbine wheel and cause it to spin and then exit to the muffler and atmosphere. The spinning turbine wheel is connected by a shaft to the compressor wheel, causing it to spin. Clean air is pulled into the compressor housing, striking the spinning compressor wheel, where it is forced out of the compressor-air discharge and into the intake manifold. When a turbocharger is used, HP increases 50 percent to 150 percent, depending on boost and the use of an after-cooler.



Pressure is the result of resistance to flow. When air pumped into the intake manifold meets a restriction, pressure is increased, which is referred to as boost (measured in inches/Hg). The more boost, the more power the engine develops.

When air is compressed, it gets hot. An increase in air temperature causes the air to become less dense, defeating the purpose of the turbocharger. (The air is under pressure, but now there is less of it.)

The solution is an after-cooler, which cools the air leaving the compressor, making it denser. The air is now under pressure, and there is more of it.

Today, turbocharging is no longer viewed from the performance perspective to satisfy the human desire for more power. Turbocharging is the use of exhaust energy to reduce fuel consumption and emissions.

In the water business

Shimmick provides water-treatment-plant expansion

Story and photos by Mandy McMillen, managing editor

It's not something Bay Area residents want to think about – a water shortage due to earthquake or drought – but it's something the San Francisco Public Utilities Commission (SFPUC) must be prepared for.

Currently, water is supplied to the Bay Area from the Hetch Hetchy Water System in Yosemite National Park and treated at several plants, including one of the largest, the Sunol Valley Water Treatment Plant (SVWTP), located within the Alameda Watershed. If an emergency disrupts this supply or if the Hetch Hetchy facilities have to be taken out of service for maintenance, the SVWTP would need to treat 160 million gallons of water a day to meet the minimum demand. Therefore, the plant must be expanded to increase the sustainable water capacity for these situations by 40 million gallons per day. This way, if called upon in an emergency, the water is already available. Signatory Shimmick Construction was awarded the largest and final expansion contract to do this, which is one of more than 80 projects belonging to the SFPUC's Water System Improvement Program (WSIP).

Shimmick's work includes the addition of a new water-treatment basin, a 17.5 million-gallon circular water reservoir, a 3.5 million-gallon rectangular chlorine-contact tank and new chemical-storage-feed facilities. These additions will "provide emergency backup" and add "as a buffer to production," commented Shimmick General Engineer Chris Williams. Operators will also construct a new wash-water-recovery basin and flow-distribution chamber.

The company is also responsible for laying 1,000 feet of 78-inch-diameter pipe that will connect the new treated-water reservoir to the existing plant-discharge pipeline. This will tunnel underneath Alameda Creek, which is a potential anchor watershed for steelhead trout and considered environmentally fragile. The creek must maintain a neutral PH level during all construction activity. Other environmental concerns on the project include the fact that the plant sits on the Calaveras Fault Line.

What does this mean to Operating Engineers? It means a dancing act of precision and timing, so work can be done in a tight timeframe amid stringent shutdown windows (the plant must continue producing during construction) and environmental codes.

These codes have proved challenging, said Shimmick General Foreman Lee Lowry, a 21-year member. But they're nothing the crews haven't been able to handle.



This busy Shimmick crew does it all at the Sunol Valley Water Treatment Plant expansion project. Members include, from left: Surveyors Joe Vargas and Roger Lau, Surveyor Apprentice Sonny Patterson, operators Cody Gunning, Chuck Reiker (Hillside Drilling), Kent Shindelbower and Lee Lowry, Quality Control Manager Scott Clayton and Inspector Bobby Stalf (ISI).

Various crafts have been represented throughout the lifetime of the project, from surveyors to excavator, crane and concrete-pump operators.

The initial phase of the project, which began in June, included the excavation of 323,000 cubic yards of earth from an onsite hillside and the construction of a 1,500-foot soil-nail wall. The wall will sit above the chlorine-contact tank and reservoir. Dirt was dumped at a nearby nursery during a period of 30 days, requiring many operators.

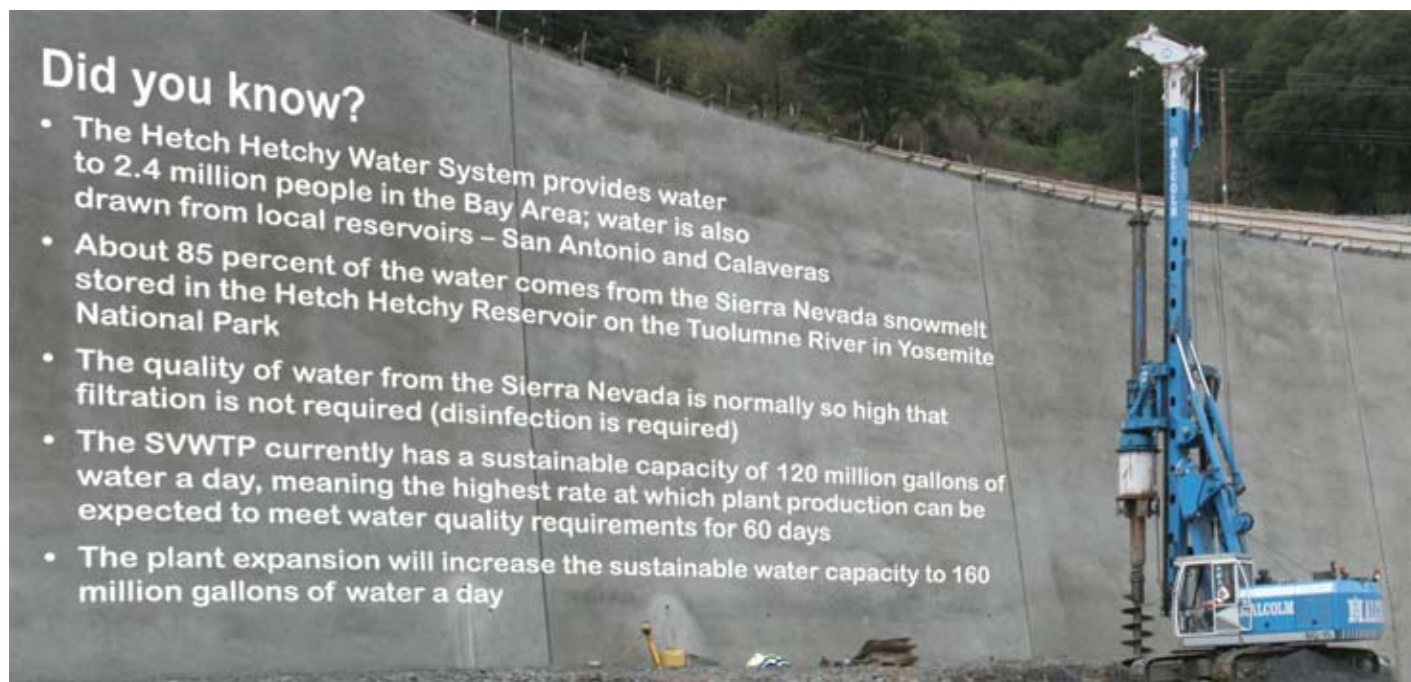
Onsite in mid February, several drill rigs with subcontractor Malcolm Drilling were responsible for drilling 1,600 holes to hold 36-inch CIDH shafts. Hillside Drilling was also responsible for supplying shoring walls. Other subcontractors onsite included R&W Concrete, A-VAR, ISI, Central Concrete/Cemex and Penhall.

The estimated number of operators during peak construction was 30.

The project is scheduled for completion in June 2013.

Despite past concerns over drought, it has been a rainy winter. No shortage of water seems to be an issue any time soon. But thanks to Shimmick Construction, clean and steady water will flow from Hetch Hetchy indefinitely.

For more photos of Shimmick in action, visit the online gallery at www.oe3.org.



Survival of the fittest

First female crane operator shares her story

By Dominique Beilke, art director, and Mandy McMillen, managing editor

When Colette Coelho cut class in high school, it wasn't because she was bored or wanted to cause trouble. It was because she was fascinated with cranes. She wanted to watch them – especially the ones her grandfather, member David Puu, operated.

"It [crane boom] really is an extension of your arm. You picture what you want to do with your mind, and your hand does it," said Coelho. Spoken like a true crane operator.

For the District 17 retiree (since 2009), the goal of being that operator was reached, but the journey wasn't an easy one.

She joined Job Corps in 1975, when she was just 18 years old,

after hearing that the construction industry needed more women, due to affirmative action. But women operators weren't exactly accepted with "open arms." She didn't hear from Job Corps again about any jobs.

She did hear of Local 3's apprenticeship program but was told over the phone that they were only accepting applicants on Maui – lucky for her she was from Maui! She studied hard for the written and manual dexterity tests and passed, but even then, her entrance into the program wasn't a certainty.

"They only took the first 10 applicants [who passed]," Coelho said. "Doors opened at 7:45 a.m., so I was there at 4:30 a.m. They had to take me."

She had to master at least one piece of equipment, and it's not hard to guess which one she chose. Even though she was told on more than one occasion by her male contemporaries: "You'll never be a crane operator," she proved them wrong. She started as an oiler "from the ground up" and remained determined, even though, at times, "I wanted to quit." She knows now that becoming an operator is hard for any apprentice, because "you start in the trenches and do whatever they ask," but such tasks were even harder for a woman.

"I took a lot of crap," she said.

Despite the challenges, Coelho persevered, becoming the first female crane operator in Hawaii upon her initiation in 1977.

"I was good, because I loved it. It is a high to get in the seat," she said.

Still, it didn't get any easier from there. After arriving on her first job, the supervisor let her know right away that "we don't want you here, but we don't have a choice."

Coelho didn't back down, and she never let anyone see her cry (even though, at times, she did).

"Every day, you have to prove yourself," she said of being a female operator. "Women have a softer touch, but they have to get over their fear. Time and time again, I've seen it – they let the fear take over. If they get over it, they can be excellent operators."

In her retirement, Coelho was asked to be a crane trainer and "show them the tricks," she said.

She also keeps busy volunteering, cooking meals at a local women's shelter 25 to 30 days a month. "I like helping," she said.

Coelho also still watches cranes.

"I miss operating a crane boom so much. My heart goes when I see them; my fingers get itchy. I ate, slept and breathed it [operating cranes]," she said. This is why teaching seems the next, natural step.

She remembers what fun it was to operate the biggest crane on Maui. "I was trained on bigger cranes, 150-ton, old-style, conventional cranes. They'd [other operators] see you sit in the seat, and they'd look two, three, four times. Their facial expressions were priceless."

So is a passion about your profession. Coelho still has this passion and has passed it on to her "hanai," or "adopted" sister Wanda Sajulga (a member since 1981) and her "hanai" niece, Malia DeVera-Igarta (a member since 2004).

Her advice to young operators today who are struggling in the tough economy is to "ride it out." When she went through the slowdown in the economy in the '80s, she drove tours in Maui. "You have to find a way to survive."

Coelho is definitely a survivor.



From left: Malia DeVera-Igarta, Wanda Sajulga and Colette Coelho.

Coelho still has this passion and has passed it on to her "hanai," or "adopted" sister Wanda Sajulga (a member since 1981) and her "hanai" niece, Malia DeVera-Igarta (a member since 2004).

American Basin job gets members moving

Near east Nicolaus, **Nehemiah Construction** is making Hwy. 99 four lanes from Laurel Avenue to the new, two-lane bridge. This will tie into the existing four lanes south of the Feather River, and the old bridge will be overlaid. When this \$30.5 million project is completed, Hwy. 99 will be four lanes from south of Yuba City to Sacramento.

Mountain Cascade is going strong on the \$18 million American Basin fish screen and habitat improvements. **Stroer & Graff** is subbing the crane work on the job.

Teichert is working on the new Yuba College and has an \$8.5 million paving project in Olivehurst off Hwy. 70 near McGowan Parkway.

Knife River has projects throughout Butte, Plumas and Glenn counties.

More projects are at the bidding stage now.

As of January, District 60 is still in negotiations with **Recology-Yuba Sutter**, **Norcal Ostrom Road Landfill** and **McCourtney Road Transfer Station**. OE3 members from these facilities are standing together and showing **Recology** that they will fight for a fair contract.

If you are on the out-of-work list, make sure you keep your registration current. Remember to re-register before the 84-day expiration date.

As always, feel free to call the Hall with any questions you have, or stop by to view our job board.



Crane Operator Ray Carter (left) and Crane Operator Rick Bartee and Oiler Chad McWilliams (below) work for Stroer & Graff on the American Basin fish screen and habitat improvements.



Emergency levee repair employs Cal-Neva

Spring is here, and work should start to ramp up soon, so dust off those boots, hardhats and safety glasses and be ready. The work picture in Stockton looks good.

At the time of this writing, **Cal-Neva** is repairing about 500 feet of levee near south Manteca. Crews are working on a section that broke in 1997 and flooded the surrounding areas. The levee is eroding because of the unusually heavy river flow caused by a wet December. This emergency repair work is being done for the Department of Water Resources (DWR) for about \$1 million. The DWR has a long-term plan for the site but worried about possible higher flows, so the department decided on emergency repairs for now. **Cal-Neva** has four members working with more to follow. Seven-year member **Norwin Threlkel** is running an excavator, placing rock on the levee. Fifteen-year member **Jeanette Morton** and 13-year member **Jim Percy** are operating articulated dump trucks, moving rock from the stockpile to the levee. Nineteen-year member **Robert Church** is loading trucks from the stockpile.

Mountain Cascade was the apparent low bidder on the \$48 million Western Segment San Joaquin Pipeline. Work on this project should start soon and run through December 2012. Other work to be done this year by the San Francisco Public Utilities Commission (SFPUC) includes the Eastern Segment San Joaquin Pipeline, which will include the installation of about



From left: Thirty-five-year member Brian Hamilton, five-year member Gary Lionudakis, 12-year member Dave Botelho, seven-year member Kevin Damron, four-year member Keith Wright and eight-year member Richard Castelo work for the Shimmick shop in Tracy.

6.7 miles of 78-inch pipe just outside Oakdale. At the time of this writing, it has not gone to bid yet, but it will soon.

This year looks better all the time. With the economy turning the corner and more work going to bid, hopefully we can all get back to work and stay working.



Cal-Neva crews repair part of a levee that broke in 1997.

More than 100 operators work on refinery shutdown

Maxim Crane Works has 60 cranes servicing the first-quarter shutdown at the Valero Benicia Refinery – the final phase of the Valero Improvement Project that has kept several operators working for the last year. The refinery added a flue-gas scrubber to clean the air in accordance with California emission requirements. This refinery-wide shutdown will tie in this new unit and perform the needed maintenance to the other units at the same time. Due to the enormous size and number of operators required (100-plus) to service this shutdown, **Maxim** divided the refinery into four zones with an operator foreman in charge of each one. A general foreman is in charge of all shifts.

In the Napa area, **Suulutaaq** and **Kiewit Pacific** keep members busy with work on the Napa flood-control project and bridges. This project will continue through the year. **Proven Management** is gearing up for the start of the Napa Creek job off Arroyo Road in Napa. This project includes cast-in-place bypass culverts, creek restoration, retaining walls and bridge work. **Valentine Corporation** is doing some bridge repair and replacement nearby, and **Keith J. Gale General Engineering** is working at Queen of the Valley Hospital (see page 12 for more details), Gasser Road and the new Meritage Village off Napa Valley Corporate Drive. This project also has **Shamrock Materials'** plant in Napa producing more than 3,000 yards of

concrete and **Galletti** doing all the pumping. **O.C. Jones & Sons** will soon finish the sidewalks and paving on Main Street in Napa and will start on the I-80 on- and off-ramps from Red Top Road to Waterman Boulevard in Fairfield. This job will continue through the year.

Mark your calendars: Our District Picnic is scheduled for June 25. Stay tuned for more details.

Apprenticeship Spotlight

District 04 congratulates Construction Equipment Operator (CEO) apprentices **Charlotte Ledbetter** and **Steven McGrath** for journeying out in January.

CEO Steven McGrath.



CEO Charlotte Ledbetter.

Lots of pipeline work

We look forward to spring and the warmer weather it brings. This should be a good season for our hands with the Mountain View Corridor ramping up, the I-15 Core project running full-bore and **Kiewit** starting the Geneva Road project sometime in April. There is still work on the Commuter Rail, KHP Rail and **Stacey-Kiewit** rail projects, as well as the Ruby Pipeline, which has cleanup and seeding work left, and the Apex Pipeline, which should be running by May with work on the steep mountain crossing. There are also rumors of several smaller pipeline projects in eastern Utah, and hopefully our signatory contractors will be awarded the work. **Geneva Rock** has some asphalt and slurry paving work and is currently bidding on upcoming projects. Crane work is holding steady, and there are a few shutdowns scheduled.

The Utah Joint Apprenticeship Committee (JAC) training site has been extremely busy during the winter-work slowdown. Many of our members are taking advantage of safety classes and journey-level-upgrade training currently offered.

Two of the more popular courses this year are the First Aid/CPR/AED and Crane Signal Person and Rigging classes. Two or three of each of these classes are offered monthly, and they have all been filled to capacity.

Another point of interest was the Occupational Safety and Health Administration (OSHA) 30 course. The Utah Department of Transportation (UDOT) may require contractors to provide an OSHA-competent person on all upcoming projects. Therefore, many of our signatory contractors are being proactive by getting our Local 3 hands trained to meet this requirement. To provide this training, it was necessary to call on the International Union of Operating Engineers (IUOE) training center for help. We would like to thank **Kyle Zimmer** and **Richard Wood** for their hard work to provide this class.

Other classes that were of great interest to our hands included Mine Safety and Health Administration (MSHA), Hazwoper, Certified Crane Operator (CCO), forklift certification, gradesetting and equipment operation. Apprentice training continued through the winter months as well.

The Utah JAC is continually striving to improve the quality of training offered, as well as the training site itself. If you would like to take advantage of what your Utah training center has to offer, please call the office at (801) 596-7785. Have a safe and productive work season.



Members attend the OSHA 30 course.



Members attend Utah's popular First Aid class.

We will prevail; we have before

Brothers and sisters, by the time you read this, the weather will have broken up, and we will be headed for a good season. Our local contractors have more work on the books this year than they have had in a long time.

Check out the new 2011 calendar, where our local concrete pumper (**Powell Concrete Pumping**) is featured pumping mud for **Golden State Bridge** on Hwy. 101.

A little history about our local: In 1940, the first contract was signed with an Associated General Contractor (AGC) chapter. The contract was only two pages long, and the prevailing wage was \$1.10 to \$1.67 per hour. *Engineers News* was first printed in 1943 and was published by the local. Health and welfare benefits were first negotiated in 1952, and there were only about 70 to 80 members at the time. It wasn't until 1960 that the first

pension benefits were paid. First communications by shortwave radio between the business agents in the field and the district offices occurred in 1958. The apprenticeship program was not put in place until 1962, with the Rancho Murieta Training Center (RMTTC) soon to follow in 1969.

Even though we have been going through some hard times the last couple of years, our history shows that we prevail. We are still the largest local union of engineers in the world and one of the most respected because of our competent members. We have to remember what we have accomplished, stay strong and keep up the fight. We have to remember the principles of trade unionism and our strength that has allowed us to create some of the best wages, fringes and working conditions in the world.

Becho, Inc. returns to District 11

Spring is here, and the work season should begin to blossom. The Ruby Pipeline, which managed to keep members working through the winter, should be completed in April, barring any setbacks. **Granite Construction** kept hands working this winter on projects such as I-580 and the Stead Airport. **Q&D Construction** had projects in Carson City and Minden, with bridges on the Carson bypass and the Heybourne Waterline. **Sierra Nevada Construction** had members working on a waterline project for the Truckee Meadows Water Authority and the Prison Hill Water Tank in Carson City.

We would like to welcome **Becho, Inc.** back to Nevada. **Becho** was awarded the drilled shafts on the Meadowood Mall interchange and is currently employing operators **Rich Hoover** and **Chris Howells** and Apprentice **Bailey Kight**.

In the eastern part of the state, **N.A. Degerstrom, Inc.** has about 170 members working on the Robinson Mine in Ely

and had members working on the Rossi Mine northwest of Carlin. At the time of this writing, **Ames Construction** was still working at the Cortez Mine, as was **Canyon Construction**.

Road and Highway Builders was the low bidder on I-80 in Wendover and Lovelock. **Frehner Construction** was the low bidder on I-80 at the Ruby Valley/Halleck Junction interchange. **Granite Construction Company** was the low bidder on an erosion-control project on U.S. 50 near Cave Rock and a city of Reno sewer and street rehab. **Sierra Nevada Construction** was the low bidder on paving projects on state routes 278, 447, 339 and 726 and a city of Reno street rehab. The Nevada Department of Transportation (NDOT) had projects scheduled to advertise in the first half of the year, barring any



Kem Wagstaff works for Q&D Construction at the Reno-Tahoe International Airport.

last-minute budget changes. The Regional Transportation Commission (RTC) released a list of projects it intends to advertise this year. The preliminary schedule shows 21 projects valued at about \$24.5 million.

With the work season beginning, make sure the Hall has your correct contact information. If you need to

make changes, visit the Hall and fill out the appropriate paperwork, or it can be sent to you. You should also make sure you have a current Occupational Safety and Health Administration (OSHA) certification, and, if interested in working in the mines, a current Mine Safety and Health Administration (MSHA) Part 48 certification is required. If you need to update any of these, please contact the Northern Nevada Joint Apprenticeship Committee (JAC) at (775) 575-2729.



Drill Operator Rich Hoover and Apprentice Bailey Kight work for Becho, Inc. at the Meadowood Mall interchange.



Operator Mardell "Mardy" Bowyer paves I-80 near Mill Street.

Don't let the city of Redding do away with prevailing wage

As we ready ourselves for another work season in District 70, the work picture looks good.

Balfour Beatty has kept a steady pace in Red Bluff on the pump station and fish screens. Several subcontractors have also been working there: Jensen Drilling has about five operators busy with dewatering and tiebacks, and Meyers Earthwork and DeSilva Gates are moving dirt onsite. (For more on this project, see pages 16 and 17.)

Mercer-Fraser started

a \$30 million resurfacing job on I-5 at Dog Creek. A dozen operators with Penhall Corp. completed the I-5 freeway resurfacing in Red Bluff for C.C. Myers. Coral Construction has a \$5.5 million job installing metal-beam guardrail on an 85-mile span from southern Tehama County north to the Dog Creek area in Shasta County. Tullis Inc. is working on Hwy. 273 near Anderson and the Hwy. 44/Hilltop ramp-widening and is back on the I-5 Cottonwood Hills job. J.F. Shea has several paving/resurfacing jobs in Shasta and Siskiyou counties, including a \$17.8 million job near Tulelake, a \$7.7 million job at Mt. Hebron-Grasslake Hwy. 97 and a \$2.7 million job on I-5 near Dunsmuir. Maxim Crane has been working on the Redding Veterans Home project for several months. Tutor-Saliba has been working on the Antlers Bridge project along with subcontractors SDI/Force Drilling and California Caissons.

The Redding City Council is exploring the possibility of Redding becoming a "charter city," which means it won't have to pay prevailing wage on projects. If you

Member Kenneth Spliethof performs emergency work for Steve Manning Construction on Hwy. 299 east near Big Bar.



Darren Rainey performs emergency work for Steve Manning Construction on Hwy. 299 east near Big Bar.

have any input that would help keep this from happening, please attend any or all City Council meetings slated on that topic.

Please also stay in touch with the Hall regarding your certifications and status on the out-of-work list.

Mark your calendars: The Semi-Annual Meeting will be held on Sunday, March 20 in Vallejo.

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Military projects put members to work

Thirty-three-year member Freddie Dumlao is demolishing the old buildings on the Aliamanu Crater military project for RHS Lee.

On the windward side of the Kaneohe Marine Base, Parson RCI is working on the Mololani military-housing project.

American Marine is ready but waiting for the permits to demolish the rundown piers at the Keehi Boat Marina.

Six-year member Martin Katipunan is moving the road plates at Hawaiian Dredging's Pearl Harbor project for subcontractor RHS Lee.

Hawaiian Crane & Rigging Crane Operator Stretch DeCambra and Frontend Operator Scott Maka are working on Kamehameha Schools' new P.E. building.



Freddie Dumlao works at the Aliamanu Crater military project for RHS Lee.



Crane Operator Stretch DeCambra moves a steel cage with Frontend Operator Scott Maka for Hawaiian Crane & Rigging.



Martin Katipunan moves road plates at the Pearl Harbor project for subcontractor RHS Lee.

Work to start on I-680 rehabilitation project

Bay Cities Paving and Grading was awarded the \$49.8 million I-680 rehabilitation in District 20. This freeway is notoriously bumpy, with cracks from Walnut Creek through the San Ramon Valley to Alcosta Boulevard. **Bay Cities Paving and Grading** will replace and fix the 12.8 miles driven by some 180,000 motorists a day. This is the first comprehensive rehabilitation of this stretch of freeway since its opening in 1964.

This project will also extend the southbound I-680 carpool lane by one mile, from Livorina Road in Alamo to Rudgear Road in Walnut Creek. An estimated completion date has not yet been released.

Ramps, bridges and overpasses will also be improved. State-highway funds will pay for the bulk of the project, while Contra Costa County’s Measure J sales-tax will foot the \$1.2 million pool for the extension.

The low project cost is the result of bids submitted during a time of fierce

competition for work in the depressed construction industry. The \$49.8 million winning bid was considerably less than the \$63.6 million engineers’ estimate for the project and the \$80 million set aside earlier by the state highway planners and the county transportation authority. Much of the construction work will be done at night to minimize lane closures, traffic disruption and noise during daytime commutes.

The work picture in western Contra Costa County is showing signs of progress with the state-of-the-art, \$250 million county hospital in San Pablo. Construction is due to start this summer. Also in Contra Costa County, the Richmond Social Security building will undergo a \$300 million retrofit. The project will be done under a Project Labor Agreement (PLA) with state and federal funds.

Remember: Your registration on the out-of-work list is only good for 84 days. It is your responsibility to call in and renew your registration prior to that. If you do not, you will fall off the list, and upon

re-registering, you will go to the bottom. Every member must pick up his or her dispatch before going to work. Dispatch slips are available at all district offices. You will receive two copies – one is for your records, and the other is for your employer. If you are recalled by your last employer, you must inform your district office.

Next time you stop by the Hall, ask for a copy of the Job Placement Regulations (JPR) and the Bylaws. This is important information you should know and keep on hand!

District 20 won big at a recent Berkeley City Council meeting. The City Council voted in favor of authorizing a contract with the Building Trades for all projects worth \$1 million or more for the next three years and has expressed interest in lowering the threshold to projects valued at \$250,000. Work will be local and union, and this is great news for our membership.

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Foresthill Bridge retrofit to start this year

As we enter spring and a new construction season, we will see the start of some good projects, the restart of others and the completion of many.

One job that will start soon is the \$58 million Foresthill Bridge retrofit performed by **Golden State Bridge** out of Martinez, which should keep as many as 10 operators busy for a few years.

R&L Brosamer will be starting up again after a season off to work on I-80.

At the time of this writing, **DeSilva Gates** and **Flatiron** should be working on Hwy. 65.

DeSilva Gates will start the Hwy. 49 widening project near Grass Valley.

Flatiron should finish the High Occupancy Vehicle (HOV) lanes through Roseville this season, picked up a few good jobs in the Bay Area and, like last year, has too many paving jobs to list.

Teichert also landed a few paving jobs around the district and is working in West Sacramento, Galt and Woodland. Additionally, the company has the I-80 projects on the hill and the Sacramento Municipal Utility District (SMUD) Corporate Yard on Bradshaw and Kiefer.

Granite Construction picked up paving projects around the area and the \$125 million third phase of the Folsom Dam project.

Kiewit is working on the Folsom Dam gates and will fire back up at the L.L. Anderson Dam above Foresthill, weather permitting.



New member Kent Dummert is sworn in at a recent Sacramento District 80 meeting.

Once again, we would like to thank all of you who participated in the Voice of the Engineer (VOTE) program. Without your help, the success of the 2010 election would not have been possible. VOTE awards should be coming out soon.

I know we say it almost every month, but don’t forget to renew your registration on the out-of-work list. If you are on the “A” or “B” lists, your registration is only good for 84 days. If your registration expires, you will fall off the list, and

when you re-register, you will go to the bottom. Also remember, registering on the out-of-work list is a requirement if you are filing for unemployment.



From left: Newly elected Market and Geographic Area Committee member Ralph Gonzales and Political Action Committee (PAC) member David Dokes.



Apprentice William Smith Brown brought a future Operating Engineer to a recent District 80 meeting – his daughter, Raylynn.

Winter brings slide-repair projects

Winter came early this year, but its heavy rains have provided a lot of work. The year started with several slides, and more could follow. Our Unit 12 members are keeping up with their usual slide areas. Special crews have also been on top of the occasional tree going down. Our thanks goes out to all the Unit 12 members who keep our roads safe.



Heavy Duty Repair (HDR) Mechanic Derek Parker works for Granite.

Members recently worked on a potential slide area off Hwy. 253 west for **Mendocino Construction Services (MCS)**. This project was needed to alleviate water pressure on an existing wall built last year. Excavator operators **Jim Rowland** and **Mike Bryant** stayed busy hogging out the muddy dirt and placing rock to make a French drain. Members **Rich Dutra** and **Joe Cooper** kept things going and had a watchful eye on the project as it progressed. Dutra, a 20-plus-year member, loves this work and

enjoys his job. He explained that the members he works with are like family.

Granite Construction is also hard at work on a large, emergency slide-repair project for the state on Hwy. 101 north to just south of Hopland. General Foreman **Lorne Chase** oversaw excavator operators **Marc Hermismeyer** and **Marty Carr** as they moved about 5,000 yards of muddy material. Then the crew placed rock buttress, which will prevent the hill from sliding farther. Member **Derek Parker** provided the equipment with fuel and general maintenance.



From left: Joe Cooper, Excavator Operator Mike Bryant and Rich Dutra work for MCS.

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This year’s picnic includes baseball game

As we ease into spring, make sure everything is current. This includes your credentials, your dues and your registration on the out-of-work list – if you’re not working. That way, when a call comes in, you can get dispatched right away. Check periodically with the Hall about classes at the Rancho Murieta Training Center (RMTC) to upgrade your skills.

Before we go into the work picture, we would like to give our condolences to the family and friends of the late **George Azevedo**, a member for more than 60 years who left a generous contribution to Local 3’s Scholarship Foundation. This was a very special and selfless act that will live on for years to come and help with the cost of a college education for a well-deserving child of a Local 3 member. President **Fred Herschbach**, business agents **Mike Wertz** and **Al Sousa** and member **Ed Honesto** attended the funeral and served as pallbearers.

The work picture looks brighter every day. **McGuire and Hester** has the finish grading and paving of the Community Hospital of Monterey Peninsula



(CHOMP) parking lots. **Granite Rock’s Pavex** construction division is busy grinding and paving existing runways at the Marina Airport, which used to be Fritzsche Army Airfield at Fort Ord. In Salinas, **Jones Brothers** is building the bridge at Hwy. 101 and Airport Boulevard for **Granite Rock/Pavex**, and **Granite Construction** is continuing work on the new median islands on North Main Street. **Granite Rock/Pavex** is finishing an asphalt overlay on Hillcrest Road in Hollister. **Cleveland Wrecking** is starting the demolition of the old San Jose Hospital, which is the birthplace of some of our members, including President **Herschbach**.

Several of our signatory contractors are working on the new Bing Concert Hall at Stanford University, including **J.J. Albanese**, **Cupertino Electric**, **McGuire and Hester**, **Central Concrete** and **Top Grade Construction**. **Granite Construction** appears to be

the low bidder on the more than \$60 million Prunedale bypass, which includes four bridges and an undercrossing. **J.J. Albanese** is busy moving dirt on what will be a two-story media-arts building at De Anza College in Cupertino.

In closing, we would like to thank the members who attend



Loader Operator Robert Ruiz (above) and Excavator Operator Guadalupe Villa (left) work for McGuire and Hester on the new Bing Concert Hall at Stanford University.

our contract negotiations with signatory contractors. These contracts are commonly referred to as lesser agreements to the Master Agreement, but they take a lot of work, effort and time to negotiate. Without the committee members’ input and dedication, the process would be much more difficult. These members give us valuable information on who, what, when, where, why and

how things operate on their jobs. Some contracts we are dealing with include **Granite Construction** hot plants, **Granite Rock A.R. Wilson Quarry**, **Cemex/Central Concrete** batch plants, **Papé Machinery**, **Peterson Tractor**, **Greenwaste Recovery**, **Mission Valley Ford** and **Olive Springs Quarry**.

Get involved with your union, keep a positive attitude and work safe.

“Take me out to the ballgame ...”

Join the Morgan Hill District for a new picnic venue: The San Jose Giants Municipal Baseball Stadium!
Come out and root for the San Jose Giants as they take on the Stockton Ports on June 26 at 5 p.m. Food and beverages will be available at the game.
Call the Hall for more details and to purchase your tickets. Mark your calendars: You don’t want to miss this one!
Stay tuned for more information.



Congratulations on many levels

District 50 Apprentice **Justin Stephens** and his wife, Mary, welcomed a baby boy, Liam, on Nov. 22, 2010. The couple also has a 5-year-old daughter, Camren.

Stephens journeyed out on Dec. 1 and is working for **Balfour Beatty** at the Crystal Springs jobsite in Palo Alto. We congratulate him on both milestones.

Justin Stephens holds his newborn son, Liam.

Mission Bay goes vertical

Operating Engineers Local 3 is changing San Francisco's skyline once again, as several new tower cranes are erected in and around downtown – a sign that the tide of recession is turning. Private development in the Mission Bay neighborhood has gone vertical. **Mike Johnson** and **Steve Lorimor** are operating a pair of Liebherr 420s for Canadian developer **Bosa** and subcontractor **Webcor Concrete**. **Homer Willis** is operating a tower crane for **Conco** at the new University of California, San Francisco (UCSF) Mission Bay campus. Within a few blocks are two more private developments: **Nibbi Concrete's** \$41 million project that has **A.J. Barker** with **Clipper International** at the helm of a Liebherr 316 and **Roberts/Obayashi's** 316 tower crane with **Chris De Leon**. On the north side of the Financial District, the Chinatown campus of City College of San Francisco (CCSF) has two more tower cranes – a **Bigge** luffing tower crane working two shifts with **Rick Murchie** and **Kirk Luba** and a hammerhead run by **Craig McNaught** for **Clipper**. On the west side of downtown at the \$135 million San Francisco Public Utilities Commission (SFPUC) administration building on Golden Gate Avenue, **Francisco Hernandez** is running a Potain tower crane for **Webcor Builders**. There are several other projects ahead that will send our tower-crane operators back to work.



Mike Johnson and Steve Lorimor work for Webcor.

bidder on the remaining contracts for the project, which will start mobilizing around Labor Day.

In Marin County, the Buck Center is adding a parking structure behind a project already in progress. At the Quarry Heights project in Petaluma, **Mountain Cascade** is doing some street-improvement work with operators **Kevin Skinner**, **Rich**

Riccobuono and **Albert Aguayo**. At the College of Marin in Kentfield, **O'Brien Steel** is hanging iron with Operator **David Aviles** and Oiler **Mike Junqueiro**.

In San Mateo, another all-union private development was approved by the Board of Supervisors after OE3 members joined the Building Trades Council to lend their support. The SFPUC has almost \$1 billion worth of work in the county, with the Bay Division Tunnel in Menlo Park (**Michels Construction**), the Crystal Springs Bypass Tunnel (**Shank/Balfour Beatty**), transmission lines (**Ranger Pipelines**, **Mountain Cascade** and **Kiewit**) and water-treatment plants (**Kiewit**). These all-union projects

showcase the skills of our members, coming in safe, on-time and on-budget. Well done! Continue to work safely.



Jerry Mitchell works for EBI.

Evans Brothers is changing the skyline of downtown another way – with a wrecking ball. The old Transbay Terminal and the ramps that once connected it to I-80 and the Bay Bridge are now a pile of rubble. Operators for **EBI** include **Vince Marcum**, **Mark Lograsso**, **Jeanette Brown**, Foreman **Bill Sparks**, Heavy Duty Repair (HDR) Mechanic **Rich Van Buskirk**, Apprentice **Jerry Mitchell** and, operating the wrecking ball, **Bob Sparks**. The construction inspector is member **Todd Shebesta**.

On the northern waterfront, Doyle Drive is morphing into the Presidio Parkway, the replacement connector from the Golden Gate Bridge to downtown San Francisco via Lombard Street and to 19th Avenue via the MacArthur Tunnel. Traffic has been diverted onto a temporary viaduct while general contractor **C.C. Myers** and subcontractors **Penhall** and **Bay Cities Grading and Paving** remove the original elevated roadway and construct the new roadways. **R&L Brosamer** and subcontractor **Condon-Johnson** have the cut-and-cover tunnel portion of the project. The work is operator-intensive and has kept many of our members busy through the winter. **Kiewit** was the lowest

Apprenticeship Spotlight

Fifth-step Crane Apprentice **Symeo Streeter** is currently working for **Michels Corp.** on the Transbay pipe tunnel for the SFPUC in east Palo Alto. Streeter operates the RT crane and is the oiler for the conventional truck crane. Prior to this project, Streeter worked on another SFPUC project, the Crystal Springs Bypass Tunnel, and operated one of the conventional track cranes. He received a lot of praise from the journey-level operators on the project.



Fifth-step Crane Apprentice Symeo Streeter.



First-step CEO Apprentice Lino Salinas.

First-step Construction Equipment Operator (CEO) Apprentice **Lino Salinas** is currently working for **EBI** on a project in San Francisco. Salinas is a Job Corps graduate and started with **EBI** on a project in the Presidio, checking grade with a GPS unit. Salinas is currently operating loaders and excavators and checking grade on a project. His foreman, **Wes Gallow**, called Salinas a good apprentice, adding, "He is starting to pick it up."



DISTRICT MEETINGS

All meetings convene at 7 p.m.

MARCH 2011

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

APRIL 2011

No meetings scheduled

MAY 2011

4th District 11: Reno
Operating Engineers' Building
1290 Corporate Blvd.

5th District 12: Salt Lake City
IBEW Local 354
3400 W. 2100 S.

10th District 20: Martinez
Plumbers 159
1304 Roman Way

10th District 30: Stockton
Italian Athletic Club
3541 Cherryland Ave.

11th District 50: Fresno
Cedar Lanes
3131 N. Cedar Ave.

11th District 80: Sacramento
Operating Engineers' Building
3920 Lennane Drive

12th District 01: Burlingame
Transport Workers Union
1521 Rollins Road

12th District 90: Morgan Hill
Operating Engineers' Building
325 Digital Drive

17th District 04: Suisun City
Veterans' Memorial Building
427 Main St.

18th District 10: Ukiah
Hampton Inn
1160 Airport Park Blvd.

2011 District Picnic Information

It's District Picnic time again. Listed below is the picnic schedule for 2011. While it may not seem like spring yet, warm weather is just around the corner, so get ready for good food, raffle prizes and music. Mark your calendars! Please note: The Retiree Picnic will be held on Saturday, June 4 at the Rancho Murieta Training Center (RMTC). Districts 04 and 80 will be having a joint picnic this year. Stay tuned for more details on the picnic in your area.

Burlingame District 01: Sunday, June 12
Fairfield District 04: Saturday, June 25
Rohnert Park District 10: Sunday, July 24
Nevada District 11: Saturday, June 18
Utah District 12: Saturday, June 11
Hawaii District 17: Saturday, June 18 - Hilo
(Other Hawaii picnic dates TBD)

Oakland District 20: Saturday, May 21
Stockton District 30: Sunday, May 1
Eureka District 40: Already occurred
Fresno District 50: Sunday, May 15
Yuba City District 60: Saturday, May 14
Redding District 70: Saturday, June 18
Sacramento District 80: Saturday, June 25
Morgan Hill District 90: Sunday, June 26
Retiree Picnic: Saturday, June 4

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, 900 Fairgrounds Drive, Vallejo, CA 94589.

Honorary Membership

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

Lewis Beach	1654299
Wayne Buchanan	1571694
Bobby J. Clark	1264981
Neil Gonzalez	1528534
Douglas Howard	1420291
Lawrence A. Kapanui Jr.	1420074
Thomas L. Minghetti	1541238
William E. Nichols	1386875
Elton E. Pete	1584400
John D. Silva	1606677
John R. Thomas	1525419
Gene Whited	1036941

Honorary membership for retirees

Retirees with 35 or more years of service in Local 3 are eligible for Honorary Membership. Eligible retirees will receive their Gold Membership Card and a reduction in dues. To find out if you are eligible or to apply for Honorary Membership, please contact your district office or the Rec. Corres. Secretary (RCS) Office at (510) 748-7400.

This month's Honorary Members can be found below.

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. These pins come in five-year increments from 25 through 70 years of service. Please contact your district office to receive your pins. Recent galleries of pin recipients can be found online at www.oe3.org.

Hawaii 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, Hawaii's Political Action and Grievance Committee election will take place Tuesday, March 22 at the Operating Engineers' Building, 1075 Opakapaka St., in Kapolei.

Former vice president passes away



Former vice president Jack Baugh in 1990.

Labor lost a great leader this winter with the passing of former vice president Jack Baugh on Jan. 1, 2011.

Baugh also served as director of Public Relations from 1989 to 1994.

He was revered for his role in solving the notorious 1976 hostage case in Chowchilla, when 26 schoolchildren were held hostage and buried alive in a Livermore rock quarry. Baugh

served as criminal division chief for the Alameda County Sheriff's Department at that time.

A fearless leader, legend and friend is gone but not forgotten. The local sends its thoughts and prayers to the Baugh family during this difficult time.

DEPARTED MEMBERS	
Abeyta, Michael Hayward, CA District 20 12-31-10	
Balfe, Patrick Gilroy, CA District 90 11-30-10	
Barada, Kenneth Redding, CA District 70 11-21-10	
Bardelmeier, Robert Clearlake Park, CA District 10 11-12-10	
Barker, Charles Stuart, IA District 99 11-21-10	
Barlow, Shawn Turlock, CA District 30 09-19-10	
Breeze, Norman Pahrump, NV District 99 12-14-10	
Bullock, John Eureka, CA District 40 11-28-10	
Caletti, Daniel Petaluma, CA District 10 12-10-10	
Cames, Louis Paris, TN District 99 12-06-10	
Clayton, Jerold Mayfield, UT District 12 11-23-10	
Couchman, Charles Sparks, NV District 11 12-12-10	

Cutshall, Paul Sun City West, AZ District 99 12-09-10	Diaz, Albert Visalia, CA District 50 11-21-10	Estes, Donald Whitethorn, CA District 40 11-23-10	Fish, Hugh Huntington, UT District 12 11-15-10	Gonsalves, Stephen Waipahu, HI District 17 12-28-10	Gonzalez, Rafael San Pablo, CA District 20 12-25-10	Halcovich, Carl Burlingame, CA District 01 11-27-10	Hames, Jay Blue Lake, CA District 40 11-22-10	Hamilton, Keith Modesto, CA District 30 12-11-10	Hardy, Glenn Aromas, CA District 90 12-01-10	Jasper, Milton San Andreas, CA District 30 11-18-10	Kekiwi, L Waianae, HI District 17 12-13-10	Knouse, Lorne North Highlands, CA District 80 12-11-10
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Lagasca, Conrado San Ramon, CA District 20 12-08-10	Lamb, Tim West Valley City, UT District 12 12-09-10	Lawson, James Rancho Cordova, CA District 80 12-24-10	Lindburg, Jacquell Lovelock, NV District 11 12-25-10	Lucas, John Cloverdale, CA District 10 12-06-10	Makekau, Allen Hoolehua, HI District 17 12-18-10	McCourry, Melvin Oroville, CA District 60 12-04-10	McEntire, Roy Visalia, CA District 50 11-18-10	Menefee, Paul Oroville, CA District 60 12-15-10	Miller, Frank Seaside, OR District 99 12-11-10	Morgan, Craig Concord, CA District 20 12-03-10	Morris, Jessie Delhi, CA District 50 11-20-10
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Nelson, Boyd Phoenix, AZ District 99 12-03-10	Novosel, Michael Heyburn, ID District 99 12-04-10	O'Shea, James Sun Valley, NV District 11 11-24-10	Padilla, Manuel Livermore, CA District 20 11-20-10	Perez, James Sacramento, CA District 80 12-23-10	Rivers, Robert Redding, CA District 70 12-02-10	Runion, Stephen Crooked River Ranch, OR District 99 12-02-10	Shannon, James Ilwaco, WA District 99 11-15-10	Shinpaugh, Troy West Sacramento, CA District 80 12-24-10	Street, Dan Smith, NV District 11 12-19-10	Thistle, Patrick Mariposa, CA District 50 11-22-10	Waller, Edward Aromas, CA District 90 11-20-10
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Wardlow, Don Porterville, CA District 50 12-15-10	DECEASED DEPENDENTS		Avilla, Wilma. Wife of Avilla, Harry (dec) 12-23-10	Beaver, Velma. Wife of Beaver, George (dec) 10-30-10	Blackburn, Jewel. Wife of Blackburn, Leslie (dec) 12-23-10	Boudro, Donna. Wife of Boudro, Edwin 12-01-10	Brasier, Ruth. Wife of Brasier, Emil 10-23-10	Brock, Alice. Wife of Brock, Robert (dec) 12-09-10	Campagna, Anna. Wife of Campagna, Virgil (dec) 12-27-10	Carey, Gloria. Wife of Carey, Phillip (dec) 12-26-10	Carlin, Anna. Wife of Carlin, Philip (dec) 11-05-10	Cook, Iva. Wife of Cook, Delbert (dec) 12-02-10
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Doering, Christine. Wife of Doering, Gerald (dec) 10-05-10	Hooven, Margaret. Wife of Hooven, James (dec) 12-17-10	Ingle, Marylou. Wife of Ingle, Don (dec) 09-27-10	Kahoopii, Marion. Wife of Kahoopii, Ralph 11-03-10	Kiley, Jacque. Wife of Kiley, Eugene (dec) 11-27-10	Kirbie, Jane. Wife of Kirbie, Leon (dec) 12-26-10	Larson, Doris. Wife of Larson, Henry (dec) 12-27-10	Luevano, Carmen. Wife of Luevano, Lawrence (dec) 11-09-10	Manzer, Myrtle. Wife of Manzer, Troy (dec) 04-26-10	Meek, Joyce. Wife of Meek, Duane (dec) 10-12-10	Mefford, Marie. Wife of Mefford, Jack (dec) 11-08-10	Messinger, Bonnie. Wife of Messinger, Jeffrey 08-23-10
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Miller, Esther. Wife of Miller, Walter (dec) 12-01-10	Musselman, Florence. Wife of Musselman, Laurel (dec) 05-24-10	Nelson, Dorothy. Wife of Nelson, Harlon (dec) 12-01-10	Phillips, Carole. Wife of Phillips, Tony 10-08-08	Phillips, Ruth. Wife of Phillips, Ray 11-26-10	Pi, Aileen. Wife of Pi, Albert Jr. 12-19-10	Russell, Roberta. Wife of Russell, Delbert 12-21-10	Silva, Masako. Wife of Silva, John (dec) 12-10-10	Steelman, Judith. Wife of Steelman, Oscar 12-01-10	Titus, Velma. Wife of Titus, Benny (dec) 10-30-10	Trombley, Barbara. Wife of Trombley, Leonard (dec) 11-28-10	Yarbrough, Alpha. Wife of Yarbrough, Berl 12-10-10
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Making waves

At 72, retiree continues to water ski for exercise

By Jamie Johnston, associate editor

Retiree David Turner puts a whole new spin on the term “water aerobics.”

For some people, this means strength-training in a shallow swimming pool, but for 72-year-old Turner, it means water skiing four days a week at a lake in Reedley, Calif. And while the strength and agility needed to water ski is impressive at any age, Turner talks about his hobby as if it’s no big deal.

“I’ve always been active,” said the former oiler/surveyor, who has 51 years with Local 3. He retired in 2004. “[Water skiing] is good exercise.”

Turner learned to water ski on Huntington Lake in Fresno County when he was 14 years old and has been doing it regularly ever since. Today, he and three of his good friends water ski four hours a day Monday through Thursday from about mid May until mid-to-late October. Each skier typically does three 2- to 3-mile runs a day, clocking about eight miles apiece.

“I’m not doing the same things I used to do,” Turner admits. “I ease my way into turns,” but he still gets in the distance.

“You’ve got to have something to do,” he said. “Fishing is good. Golfing is good. Walking is good. ... Do something to keep your mind and body active.”

According to the International Water Ski Federation, water skiing does both. It develops strength, agility and endurance and sharpens concentration. It can also involve the whole family, from kids as young as 5 years old to adults in their 80s.

“[Water skiing] is good for the legs, the arms, the back, the lungs, the heart – it keeps your heart pumping,” said Turner, who will turn 73 in September – “before skiing season is over,” he points out.

When he’s not skiing (or walking or biking), Turner can usually be found in his shop, where he restores stainless body moldings on cars from the 1930s to the early-to-mid ’60s. This also keeps his mind busy, he said.

“Don’t sit down,” he advises fellow retirees. “I know too many people in this trade that sit in front of the TV with a beer ... and six or seven months later, they’re gone.

“I’m going down fighting.”



Retiree David Turner water skis recently with friends.

Water-skiing safety


Any good operator knows how important it is to learn the proper safety rules *before* going to work. Well, the same is true with water skiing.

Before hitting the water, the boat operator, skier and observer should know their equipment, the boating laws and the safety signals used to communicate from afar.


Here are a few simple water-skiing rules:

- Always wear a personal flotation device.
- Make sure someone 12 years old or older is in the boat and can act as a spotter to relay the skier’s safety signals to the driver. (The driver should always be watching the lake, not the skier.)
- Always check the towline before each skier skis.
- Maintain a reasonable, safe speed at all times.
- When a skier falls, return quickly.
- Shut the boat’s engine off when the boat is near the skier, so the skier is not harmed by the propeller.
- Never back a boat up to a person in the water.


Hand Signals for Skiers




Skier OK




Back to dock




Skier down watch out




Speed up




Slow down




Speed OK



Turn left



Turn right



Stop

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. Will run the following 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: 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: \$10,000 OBO. (209) 688-0647. Reg# 2143563.

FOR SALE: Beautiful 2,430-square-foot home on five acres. Open floor plan. Large master suite with private deck. Amazing kitchen. Pond with waterfall. Shop/garage 30x36. Fantastic views. Whitmore, Calif. \$459,900. (530) 472-1934. Reg# 1142983.

FOR SALE: OTC 55-ton press, model# 1847: \$3,200 – half the cost of new. Also: OTC engine-hoist, 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: 302A John Deere Tractor. Bucket in front, hydraulic tilt on scraper and rippers, safety cab; set up for backhoe; has reconditioned heads, heavy-duty pump for backhoe, new valves, injectors, diesel fuel pump, booster pump and starter,

good tires. \$14,500. Will take small loader tractor in trade. Also: 1928 five-window coupe Model A Ford. Restored. 76,000 actual miles. \$17,500 OBO. (916) 991-1530. Reg# 0486196.

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 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: Ponsness/Warren shot shell re-loader. Model 800C. Good condition with extras. \$300. (408) 255-6397. Reg# 0865547.

FOR SALE: 2005 John Deere 310SG Backhoe. Enclosed cab, 4WD, four-in-one loader bucket, etc. Every possible extra at that time. Worth \$55,000-\$65,000. 2,000 hours. One owner. Not from a rental fleet. Maintenance records from John Deere available. \$38,500. (707) 998-3161. Reg# 1098506.

FOR SALE: 44-acre lot on quiet dead-end street in Lebanon, Ore. Trees, berries, shop/shed with power. Well/septic are in. Lots of room for parking. Great place for new manufactured home or build your own. Existing manufactured home sold as is. \$69,900. (831) 476-1698. Reg# 1750417.

FOR SALE: 1982 35-foot Fleetwood Prowler 5th wheel trailer. New fridge, furnace, 10-gallon hot water heater, toilet and bathtub. Built-in catalytic heater in living room. Washer/dryer and AC. All marker and taillights converted to LED. New tires. Custom vinyl skirting and removable storm windows. Hitch included. Owned since new. \$5,000 firm. (775) 738-2886. Reg# 1968167.

FOR SALE: 2005 30-foot Weekend Warrior toy hauler. Separate bedroom with queen bed. Tub and shower. AM/FM/CD player. AC. Microwave. Queen bunk with two couches. Very clean. Awning

and RV cover. Fuel station. \$17,500. (707) 528-9782. Reg# 1661097.

FOR SALE: Pistol, Mark II Long R. 22 CA. Made by Ruger. Excellent. \$300. (510) 895-6543. Reg# 0915793.

FOR SALE: Rifle Savage 340, 30-30 gauge, Dockerdorff sight, excellent condition. \$125. (510) 793-4904. Reg# 0867016.

FOR SALE: 1988 Mercedes 420 SEL. Needs a little work. Has fuel problem, but does run. Nice looking car. \$1,500. Also: 1954 Oldsmobile 88. Fixer-upper. \$3,000. (209) 339-8049. Reg# 2292849.

FOR SALE: Local 3 logos, cut in any material. 24 inches to 5 feet. For samples, visit Local 3's website at www.oe3.org or call (530) 743-9672 or (530) 682-3554. Reg# 1883840.

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: Collection of old burlap gunny sacks. All have ornate colored pictures and advertizing on them. All in excellent condition. Never washed. 22 sacks. \$175 takes all. Can send pictures if interested. (530) 223-4388. Reg# 0827031.

WANTED: 1985 or 1986 F250 4X2 XLT Lariat Diesel or 1990-1991 F250 Diesel 4X2. (775) 754-6232. Reg# 2559905.

FOR SALE: Beautiful Mauser lever action World War I rifle. Like new. All numbers matching. Price negotiable. (415) 488-9515. Reg# 0702375.

FOR SALE: 1989 Yamaha BigBear 4X4 ATV 350cc. Includes tilt bed utility trailer. WARN winch. Great for hauling firewood or decoys. Like new. Very low usage hours. Runs good. Need carb rebuilt. Can e-mail pictures. \$2,500 OBO. Milpitas, Calif. (408) 857-3145 or bjalex510@comcast.net. Reg# 2571285.

FOR SALE: Western equipment: Aztec-style, green cloth bridle with full cheek, slow twist snaffle, braided leather clip-on reins, Wither relief cutback Western multi-colored Aztec square saddle pad. All for \$50 OBO. (925) 349-9776. Reg# 1861041.

FOR SALE: Collegiate, limited-edition Olympic all-purpose, wide, 17-½-inch English saddle. 50-inch chafeless leather girth, rolled grabstrap, stirrup leathers,

safety stirrups with Deangles, fleece English saddle pad and saddle cover included. \$1,100 OBO. Also: Raised English bridle with laced reins and copper egg butt bit, broke in schooling chaps. All for \$50 OBO. (925) 349-9776. Reg# 1861041.

FOR SALE: 1967 Chevy El Camino. Dropped front. Spindles, disc brakes. 305 V-8, LT-1 heads roller rockers, duel-valve springs, Cam, Intake, Carb. HDRS. 2-½ inches X Pipe Flowmaster ExH. Heavy duty 700 R4 Transmission, shift kit, 355 Eaton Positraction. \$9,500 OBO. (530) 200-0230. Reg# 2123343.

FOR SALE: Fisherman's paradise in Baja. Small house, large lot. Includes new 23-foot boat, 90 hp, Yamaha. Dual-axel trailer, 97 Toyota, 08 Honda ATV. Lots of palm trees. Turnkey set-up. \$30,000. Contact Bob at connierodrigues@yahoo.com. Reg# 1006711.

FOR SALE: 2006 VW Beetle convertible, 2.5L, 5 cylinder, 36,000 miles. Auto transmission. Leather seats. Ac, Ps, Pw, Tilt, cruise control. CD/DVD player. Heated front seats. Electric conv. top. \$11,900 OBO. davisinnovations@comcast.net. Reg# 2434503.

FOR SALE: 2003 Centurion Air Warrior Elite V boat. 22 feet, 350 mag V8, 109 original hours, V-Drive, garage kept, Bimini top, boat cover, CD player, swim platform – teak (excellent condition), wakeboard racks, collapsible tower, center ballast system, trailer brakes, spare. Runs excellent. Very clean. \$22,500 OBO. Contact Dale at DavisInnovations@comcast.net. Reg# 2434503.

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: 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. Looking for someone to take over payments. Call Vic at (530) 923-4878. Reg# 1276105.

FOR SALE: Thomas' Retreat in Newman, Calif. Older three-horsetockcombination 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, Nev. 1,400 square feet, 2 bed/2 bath on 0.25-acre lot in quiet neighborhood. Completely remodeled in 2005. \$115,000. (916) 687-7891 or (916) 502-0638. Reg# 2434282.

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: 2 bed/1-½ 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. \$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: 1917 Ford Model T convertible touring car. Three-door. Very good condition; runs great. \$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: Coeur d'Alene, Idaho – lovely 4 bed/3 bath home. Large, open living room-dining area, spacious entertainment/family room. Kootenai County. \$329,000. (208) 755-0256. Reg# 1812603.

Job action successful with union-wide support

By Michael Strunk, business representative

It's been a long, cold winter in Northern California. Precipitation in the Hetch Hetchy watershed reached its third-highest point in 90 years, so you might think it would be hard to find a silver lining in what has been a difficult season. But the Technical Engineers have been working hard to position themselves for the economic recovery, which seems to be just around the corner. New firms, job actions and expanding market segments are the keys to growth in these times.

Our Technical Engineers team also has a new face. After 25 years of service in the craft, Business Rep. Ed Wodzienski retired in January. He has been a familiar face to many since coming on staff in August 2002. We wish him the best in his new role as an active retiree. New Business Rep. John Rector was brought on in early 2010 and has already made many positive contributions to our team.

New firms: We would like to welcome AC&S Materials Testing of Redding, Calif. as our newest testing and inspection firm. AC&S specializes in asphalt, concrete and soils testing and is led by retired U.S. Army Lt. Col. Robert L. Williams. AC&S is the first union inspection firm in Northern California, but it will not be the last. It is only the most recent in a historic run of new firms signed this year. The Technical Engineers Department has organized and signed 26 new inspection and survey firms to Local 3 and re-captured two firms not participating since 2008.

Expanding market segments: The Inspector of Record Agreement has expanded beyond the traditional testing and inspection laboratory model, which has been our lifeblood since 1959. The agreement was submitted to the state of California's Division of Labor Statistics and Research for a first-of-its-kind Inspector of Record prevailing-wage determination. We look for the determination to be posted with the Department of Industrial Relation's (DIR's) 2011 determinations.

Job actions: Our most recent target was Clark Construction, a 105-year-old firm that ranks among the largest general contractors in the nation, according to *The Engineering News Record*, with 3,500 employees and \$4.8 billion in revenue (2009). The project in question was the \$173 million University of California San Francisco's (UCSF's) Neuroscience Building 19A in the Mission Bay Development.

Supported by the San Francisco Building and Construction Trades Council, a job action was launched and three picket lines were set up at various points around a two-square block by Burlingame District Rep./Building Construction Trades Council Vice President Ken Oku, Burlingame business reps Charley Lavery and Dave Terheyden, Sacramento Business Rep. Dan Kern, Inspector/Steward Marc Chapin and several journey-level and apprentice volunteers.

Response to the job action was overwhelming, as some 110 union craftworkers refused to work behind our picket line and completely shut down the project days ahead of a key concrete pour. The delay and possible future delays on the already-tight schedule convinced Clark Construction to remove the non-union firm on the job in the interest of labor harmony and select Smith-Emery to cover the project.

A special thank you goes out to Local 3 Business Manager Russ Burns, Financial Secretary/Technical Engineers Officer-in-Charge Dan Reding, Treasurer Pete Figueiredo and those who supported us from Carpenters Local 22, Laborers Local 261, Plumbers and Pipefitters Local 38, Carpet, Linoleum and Soft Tile Workers Local 12 and Stationary Engineers Local 39. This was the first time in our 51-year history that testing and inspection was able to gain support from all the trades on a project, while having such an impact.



A recent job action at the UCSF Neuroscience Building resulted in the removal of a non-union firm, thanks to the support of Local 3 volunteers and staff and several trades. From left: Member Bob Haynes Jr., Sacramento Business Rep. Dan Kern and member Marc Chapin successfully man the picket line.