

OPERATING ENGINEERS LOCAL UNION NO. 3

ENGINEERS

NEWS

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**Members go
vertical, horizontal
on New Irvington Tunnel**



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For The Good & Welfare

By Russ Burns, business manager

We respond

A lot is going on today in the world, the country, politics, our industry and unions. Some might call it chaos. From the devastating effects of Japan's tsunami to the crushing attacks against the collective bargaining rights in middle America, if you turn on the television or open the newspaper, you quickly realize big things are happening everywhere.

But rather than ignoring these events and sticking our heads in the sand to avoid feeling overwhelmed, this union is proactive. We get mobilized. We respond. After Japan's 9.0 earthquake triggered a tsunami that hit Northern California's coast, ravaging several ports in our districts, union members quickly responded to remedy the damage. After a 40-foot section of Hwy. 1 washed out during brutal storms this past winter, members came together to repair and stabilize the roadway (see page 4). When the Wisconsin Legislature took action in March to strip public-sector employees of collective bargaining rights, our members rallied with other union members in the thousands from the Alfred Zampa Memorial Bridge in the Bay Area to the Cesar Chavez Plaza in downtown Sacramento (see pages 12 and 13).

As certain media outlets portray union pensions as the culprit of the current recession and anti-union politicians wage wars against the middle class (see the news story at right), I find it humorous, since these reporters and politicians obviously don't understand the power of unions. They have picked the wrong foe to fight, because unions have been fighting these battles for centuries and have perfected the art. Even though it is a difficult road, unions always succeed to right the wrongs done to the working-class American. Today, our battles are no different. Today, we prove again that we are a force to be reckoned with. And we respond. I urge every one of you to do your research and get the facts straight about the politics, or should I say the politicking, going on in this country today. For some good, solid facts, see page 9 in this edition.

Speaking of politics and straight facts, these are trying times for everyone. Unemployment rates continue to be high. Even though we are starting to see an upward trend, work is still slow. The results, as you all know, have had a major effect on our Health and Welfare Plan and our Pension. This administration has had to make hard decisions during these times. Unfortunately, inaccurate information is sometimes communicated to members by those who think they have

the facts straight but often don't. When it comes to information about your own union, I encourage you to contact your district office or my office directly for the straight facts. I want to remind you that this administration is committed to transparency. My door is always open, and I am always willing to speak with members about any issue. Also, please attend your District Meetings, as a lot of information is discussed at them, which may answer most of your questions.

We also remain committed to securing work for as many of you as possible. We do this by electing labor-friendly politicians and hiring labor-friendly lobbyists to secure transportation funds and pass bills directed toward infrastructure investment. That is the main reason why I serve on the High-Speed Rail Authority Board (to secure its implementation, which will create an incredible amount of jobs for this membership) and why we supported Assembly Bill 105, which California Gov. Jerry Brown signed into law in late March. The bill will protect \$2.5 billion to \$3.5 billion of transportation funds, which were up for grabs during the state's ongoing money shortage.

And that's not all the positive transportation news. The California Transportation Commission (CTC) recently allocated \$101 million in 90 new transportation projects. Keep reading your *Engineers News'* District Reports and feature stories to see how this work will pan out. Our work hours are up from last year (this full report will be printed next month), including a 38 percent increase in surveyor work hours, meaning projects are on the books for our four-state jurisdiction. Pages 20-26 showcase some of this work.

More work is also evidenced by the Department of Labor's recent report on the drop in the national unemployment rate this spring. It fell to 8.8 percent with the addition of 216,000 jobs.

Other important bills to keep an eye on include a new infrastructure bank bill designed to improve the nation's infrastructure, while getting new projects off the ground. The \$10 billion bill would provide loans for large infrastructure projects nationwide. While it is still in the planning stages, the fact that legislators are trying to move in this direction is a positive sign.

Your willingness to come together for rallies, city council meetings and District Picnics is also a positive sign. I thank you for your participation. I thank you for your response, and I hope to see you at a picnic or two this summer.

Members defend pensions at recent protest

Republican Assemblyman Roger Niello picked the wrong group to attack.

His recently proposed ballot initiative to reduce pension benefits for California state and local civil servants, including public-employee

union members, was met with strong resistance from labor groups. Members from the labor coalition Californians for Health Care and Retirement Security and Local 3 Unit 12 state workers and staff called for a boycott of Niello's family-owned car dealerships. In late March, groups gathered during a protest outside

Niello BMW on Fulton Avenue in Sacramento, urging customers to take their business elsewhere.

Sacramento Business Agent Dan Kern commented to CBS Channel 13 News: "He [Niello] is alleging that state workers' pensions are too high, when the truth is, the average state worker in this state makes \$36,000 a year. It's just a clever disguise to take away from working people – that's always what they're talking about."

Pension grabs seem to be a growing trend in states across the country. Unions have mobilized nationwide in response. For more on this, see pages 12 and 13.



Labor coalitions protest outside Niello BMW in Sacramento after Assemblyman Roger Niello proposed a bill designed to reduce state workers' pensions.

Talking Points

By Fred Herschbach, president



Enough is enough

The assault against union labor is full-on. I'm sure by now you have seen what is going on politically. It's a full attack on our way of life. Enough is enough.

It is way past the time for the people we helped elect to start getting vocal on our behalf. If they don't want to publicly support us, then they must go. We put a lot of resources toward helping these folks get elected. I know that being a politician isn't easy. I know firsthand it is hard to please everyone, but elected officials are in that position because they chose to be. Their role is to represent their constituents, and currently, labor is being terribly misrepresented.

A real leader, whether a labor or political one, needs to *lead*, not sit back and watch to see which way the wind is blowing. Right or wrong, a decision must be made. Take public employees, for example. Local 3 represents about 7,600 public employees. They have been beat up for about three years now because of the economy. The agents have spent the last three years negotiating the collective bargaining agreements already in place. The members have given back to cities, counties and the state. The members have done their part. Yet, how many times have they been thanked by the politicians? All politicians want are more concessions. Enough is enough!

Construction members are also getting it handed to them. When you add the lack of work with medical-cost increases and \$4 a gallon for gasoline, who can afford soccer, baseball, football or cheerleading for the kids? Everyone has to fight through the unemployment-insurance process, which nobody likes to apply for. Why must we fight the state to receive it? Enough is enough.

How much more can the middle class take? I don't know the answer, but I can tell you from my vantage point, not much more.

As your Local 3 president, I see it day in and day out. It's obvious we all want better times. It's frustrating for everyone, but let's not kid ourselves. They're coming for us – contractors, city, county, state and federal officials, non-union companies and Republicans. They see a budget deficit, and they want our jobs to close it.

Now what I'm going to say isn't politically correct, but it's time we, and I mean *all* labor unions, get together with the politicians, and tell everyone enough already. Maybe that means a general strike or a million-man and million-woman march in Washington, D.C. These marches have had quite an effect before, and we need to create a big impact now more than ever.

I am not advocating a general strike for the United States, but maybe I should. Something has to happen to wake up America. The middle class is disappearing, and we can't afford that.

Nobody is going to get rich doing what we do for a living. All we really want is what is right for our families and each other. We, as labor, aren't out to put a stranglehold on our signatory contractors or the municipalities we bargain with. We just want what is fair. Don't take our bargaining rights away. Instead, let's bargain in good faith. Let's stand shoulder-to-shoulder in strength.

Keep an eye out for correspondence from the Trust Fund about changes to the California Active Health and Welfare Plan. The District Meetings start again this month, and if you have any questions, ask us, and we will get the answers.

Be safe, and see you at the District Meetings.

On the job with Condon-Johnson

Members provide emergency repairs to Hwy. 1

A two-mile section of California’s scenic Hwy. 1 between Carmel and Big Sur was closed to traffic in both directions for over a month following several days of heavy rain. On March 16, a 40-foot section of the highway, the entire southbound lane, collapsed into the ocean and left the northbound lane unstable. With a sense of urgency, Caltrans awarded Condon-Johnson a \$2.5 million contract to stabilize what remained of the roadway.

A Condon-Johnson crew was on the job within a week, working seven days a week to drill 25-foot-deep vertical nails and 40-foot-deep horizontal nails to stabilize the northbound lane.

Crews were “under 100 percent direction from Caltrans,” said Foreman Mike Powell. “We will do what they tell us to do.”

That included creating a half-mile pedestrian lane. People who needed to get to and from work or school were escorted through the jobsite at 7 a.m. and 4 p.m.

For Surveyor Ted Link, the job was educational. “I have learned a lot about drilling and stabilizing soil,” he said. “This is a great team to work with.” Link was hired by Condon-Johnson to draw up diagrams of the changes made.

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



Surveyor Ted Link.



From left: Foreman Mike Powell and 10-year member Martin DiSomma.



Jason Noe and Ralph Roby set up the reach-over drill for horizontal soil nails.



Operators Jon Duprie and Kyle Kehoe drill vertical soil nails on the edge of northbound Hwy. 1.



Look for more work in Hawaii

At the time of this writing, we have seen a slight uptick in the work picture. The economy is volatile, but hopefully it will continue in a positive direction. Unfortunately, California had to cut its state budget, and that is going to adversely affect some of the work we were supposed to start soon. Only time will tell how much of an impact these cuts will have.

We have spent a lot of time on Hawaii issues lately. The islands are running about the same as California as far as the overall work picture goes, but the big positive in Hawaii is the Honolulu Light Rail that recently broke ground. Once it gets going, we may see full employment on the islands. The District 17 staff played a huge part in pushing this project forward.

We have also been working on improving Industry Stabilization in Hawaii. That department is similar to the Foundation for Fair Contracting (FFC) in California, but over the years, Hawaii's Industry Stabilization gradually drifted away from its original purpose of

monitoring the non-union and instead became more involved in politics. We all know how important politics are, but we still need to continue to fight the non-union to protect our work.

After months of working through issues with employers, we are finally on the same page and agree that we need to move the department in a different direction – back into the compliance side of monitoring the non-union. This will include challenging their bids, pulling certified payrolls, making non-union contractors play on a level playing field with our union contractors and either forcing them out or getting them signed. Industry Stabilization will be doing all these things to create more jobs for our members on the islands.

By the time you read this, Industry Stabilization will be up and running. With some hard work and new direction, hopefully more jobs will be created for our District 17 brothers and sisters.

Be safe.

America's Cup pours more work into Bay

As the America's Cup yacht race draws closer, Operating Engineers begin playing a more active role in making the event a reality. Most recently, Sheedy Crane offloaded Oracle's winning yacht at Pier 80 in San Francisco. The yacht was shipped all the way from Spain.

Because of the yacht's careful handling requirements, its removal, along with related gear, took two full days.

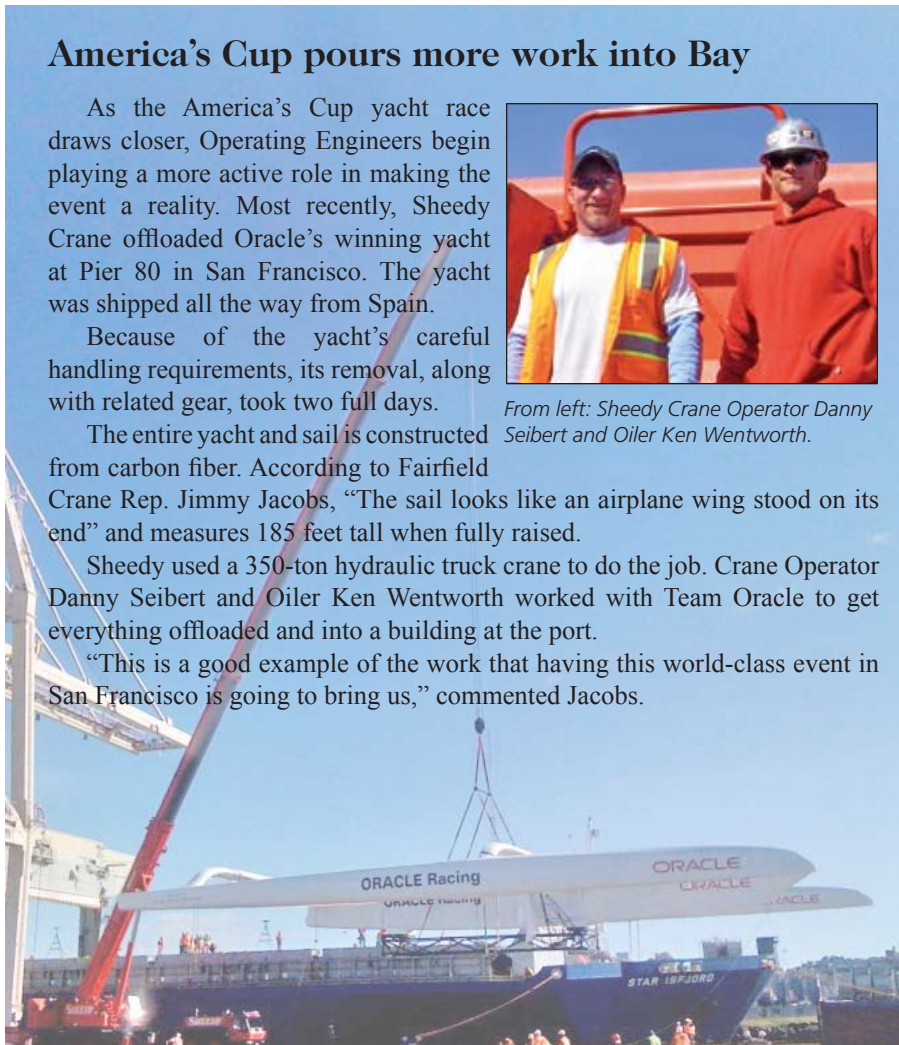
The entire yacht and sail is constructed from carbon fiber. According to Fairfield Crane Rep. Jimmy Jacobs, "The sail looks like an airplane wing stood on its end" and measures 185 feet tall when fully raised.

Sheedy used a 350-ton hydraulic truck crane to do the job. Crane Operator Danny Seibert and Oiler Ken Wentworth worked with Team Oracle to get everything offloaded and into a building at the port.

"This is a good example of the work that having this world-class event in San Francisco is going to bring us," commented Jacobs.



From left: Sheedy Crane Operator Danny Seibert and Oiler Ken Wentworth.



On the lighter side . . .

GOT GAS?

Don't blow your paycheck at the pump

These days, gas (of any kind) is unpleasant to talk about. Prices stink, as the cost of gasoline continues to rise. Here are a few things you may not know that could provide some relief at the pump.

Some pumps are inaccurate

Older pumps or those in disrepair may not pump gas accurately. A driver could start paying for gas before the fuel enters the car, or the volume measurements may be incorrect. Inspectors who check for accuracy are often few and far between, so try to visit newer stations in good condition.

Fuel-station credit cards might not be a bargain

Interest rates on gas cards can be higher than the average credit card, with fewer perks to boot. Make sure you research all the terms and conditions before opening a new account.

Paying with credit could cost more

A number of gas purchases are made with credit cards, so when gas prices rise, gas stations have to pay a higher fee to credit card companies, which charge for the right to accept credit. Some stations will charge more for gas if it's paid for with credit rather than cash; others simply won't offer credit to remain competitive.

Brand may not matter

Many gas stations are supplied by oil companies that share the same fuel pipeline. The only difference in brands may be a quart of detergent added to a truck filled with thousands of gallons of gasoline. Some brands advertise sophisticated additives that keep engine performance at its peak, but all gasoline providers have added detergents to their gasoline to help prevent fuel injectors from clogging. It's a requirement by the U.S. government, enacted in 1994. So, in terms of gasoline quality, it may not matter where you fill up.

PHOTO OF THE MONTH

District 60 member Greg Lansdon is an avid motorcyclist and rides his Harley Davidson to work on a regular basis, "as long as Mother Nature allows." Gas prices are about \$4 a gallon, so getting roughly 40 miles a gallon on his bike, Lansdon's savings add up to about \$100 a month versus driving a truck. "And it is a lot more fun," he said.

Riding his motorcycle also saves him time. An hour's drive home after work can be cut to 45 minutes, he said.

"You are not sitting in traffic idling, wasting gas with a bike."



It's not worth it

By Gladys Perry, business representative

It deeply concerns me every time I get a call from a member or business agent about someone getting a ticket for Driving Under the Influence (DUI). The decision to drive while under the influence has devastating consequences. You may have worked for the state for 20 years or one year – it doesn't matter. You may have been at a social event or at home. The decision to get behind the wheel after you've been drinking can be very costly. People take driving for granted, but believe me, some of those people who have lost their licenses asked me to share with you: "It's not worth it; you can't afford it." If it is the weekend or your day off and you get called for overtime or a call out and you have been partying, *don't* accept the offer. This decision can affect the rest of your life.



You can lose your license and your job (if your job requirement is to have a valid driver's license). There goes your medical and dental benefits and your ability to find another job.

You have to go to court (pay court costs), hire an attorney (they aren't cheap) and pay a fine (determined by the court, and don't forget the court system is slow). I have heard stories of workers who spent a combined total of up to \$10,000 or more. You may or may not be able to go to traffic school. There are sanctions for certain types of infractions. Again: It's not worth it; you can't afford it!

I have heard it all: "It was the only time," "I only had two glasses of wine" and "I have a family to take care of. What am I going to do?" Those of you who have those precious class A and B licenses as a requirement for your job with the state cannot even go to a private employer for work. In the old days, if you lost your license, local management was sometimes able to find you a job in the yard. In some instances, you had the ability to voluntarily demote. But those days have come and gone. Restricted licenses allowing you to travel to and from work have also become complicated.

You know the routine: You are pulled over. If determined you are under the influence, you can get a ticket or be arrested. Some people say, "Well, they didn't take my license." That's the court's job. The court notifies the Department of Motor Vehicles (DMV), and the department notifies your employer. It may take awhile to go to court, so you think you still have your license, and the employer does not know. But if you are still driving, it becomes a huge liability for the state, because you are driving a state vehicle with a suspended license.

Your employer is notified about anything that affects your license. You will receive a letter from the Sacramento Drug and Alcohol Unit stating that you have a non-punitive termination and that when you get your license back, you can contact the state, which may return you to work. The word "may" is permissive. There is a hiring freeze and limited positions due to budgetary constraints.

The costs are extremely high for fines and attorney fees. Some first offenses include jail time. The costs and penalties of second and third offenses are staggering. Please don't risk your future!

What a blast

By Gary Rocha, business representative

When I get a call about blowing something up, I'm all ears! So when Caltrans' Dave Schroeder called me and asked if I'd like to go to Hwy. 180 in Kings Canyon National Park with the blasting crew the next day, one thing came to my mind: Right on! These crewmembers are Bargaining Unit 12 members, and they were



From left: Caltrans equipment operators Brett Tankersley and Chris Bailey.

going to blast some boulders that had fallen during the winter months.

It was more of a training for our Unit 12 members, due to the decline of licensed blasters within Caltrans. Our members were taught about preparation and safety when handling explosives.

Some of our Unit 12 members trained in scaling also attended to help drill holes in the boulders for the explosives. Hanging from a rope with a jackhammer? Not me! However, the Caltrans crew made it look simple. When the holes were at the right depth for the

explosives, they unlocked the steel boxes where the explosives were kept. They removed the explosives and prepared them to install the blasting caps. They mixed



Equipment Operator Roland Hood packs the powder in the hole.

the two parts of explosives together and taped them up. Then they inserted the blasting caps and cord and added more tape.

Next, they loaded the holes. Each charge is set at different depths and gently packed in place.

They tied in the cord and rolled it out to a safe distance away from the boulders. With camera in hand, I was ready to get a picture of the blasting, but then Caltrans' Mark Peton asked me if I would like to set it off. Sorry: No picture of the shot. Too busy yelling, "Fire in the hole!" and pushing the button.

After the blast, Schroeder made sure the fuses were burned (a safety device to let him know all charges went off). It was all safe – Caltrans equipment operators cleaned it up and hauled it off. I want to thank Caltrans and the Unit 12 members for a great day.

What a blast!

Remember to slow for the cone zone.

For more photos of this Caltrans blasting crew, visit us online at www.oe3.org.

From left: Unit 12 equipment operators Billy Perry and Frank Ketscher get ready to drill.



The right 'price' for a retrofit

David T. Price shop performs first-ever D11T retrofit

Story and photos by Mandy McMillen, managing editor

Chances are, you haven't come across a retrofitted D11T – that is unless you've paid a visit to David T. Price's agricultural equipment shop in Escalon, Calif. Price has the only one in the country (retrofitted from a D11N). He also had the first D10 in 1945.

You could say he is a man of firsts.

For instance, his fleet of heavy equipment comes "manned," meaning he also supplies the operators *and* mechanics to service them. This is unusual.

For Welder/Operator Gary Ellis and Field Mechanic Mike Hanson, this means job security.

Pointing to Hanson, Ellis stated: "I tear them up, and he fixes them."

Holt Field Mechanic Casey Martens, a seven-year employee of the company, also benefits from a good working relationship with Price's crew. Though a small outfit, everyone gets along, and there is nothing small about the equipment they service and operate. The shop currently has two D10s and five D11s, including the retrofit.

Price used to have scrapers but has since sold those off.

Signatory since 1986, Price's specialty is in agricultural equipment. He sends his manned equipment to areas that need the removal of trees (stumps, roots) or rocky or very hard earth for farmland. The dozers provide 6- to 7-foot-deep, track-on-track rippers that break up the ground.

Most of the members onsite come from farming backgrounds. Ellis worked in a tree-cutting outfit prior to his employment with Price. Martens grew up around tractors.

Usually, agricultural work flourishes when the construction industry is in decline. Hanson recalls how construction operators could get year-round work if they landed winter employment with an "ag" outfit. But today's stringent environmental codes have put a damper on the agricultural industry.

"Environmentalists are really coming down on us," said Hanson. "They are constantly regulating what we can and can't rip up."

Environmental regulations also drove the decision to retrofit the D11. The new dozer has clean air re-power, meaning its emissions are clean as far as new environmental standards are concerned. When running beside an older dozer, the difference in the amount of exhaust is evident. The older dozer blackens up the air like a chimney in winter, while it's hard to tell the retrofitted one is even running, except for the sound.

The price difference between a new D11T and the retrofit is also evident. A new D11T costs about \$2 million, while the retrofit cost about \$400,000.

Price's crew not only maintains and operates the equipment, but crewmembers are also responsible for disassembling and moving the machines to jobsites.

Obviously, moving 100 tons of iron is no small feat, and the costs are much higher for these bigger machines. But if the retrofitted dozer does what it's supposed to do (a testing run is in the works at a job in Farmington later this summer), the machine will be worth its weight in gold, and retrofits will be the way to go for an industry hoping to flourish again.

Stay tuned for updates on the retrofit and its field test.



The difference when using unburned fuel is evident between the old dozer and the retrofitted one.



From left: Holt Field Mechanic Casey Martens, Welder/Operator Gary Ellis and Field Mechanic Mike Hanson at David T. Price's agricultural equipment shop.



Public Employee News

By Carl Carey, director

ACMEA, Operating Engineers prevail

In a time when public employees and labor are continually under attack, one begins to wonder if there is any justice in this world for those who work in public service. Most will say there isn't, but I know 13 members of the Alameda County Management Employees Association (ACMEA) who believe otherwise.

In June 2009, due to a \$6 million budget deficit, the Alameda County Superior Court laid-off 72 employees. In accordance with the court's policies, some of those employees were eligible to demote to positions they previously held. When 13 of those employees requested to do so, they were informed that they were ineligible, as the court had negotiated with a clause that would disallow any employee who had promoted and been out of Service Employees International Union (SEIU) for six months or longer to demote to their previously held position if represented by SEIU.

The Operating Engineers, representing ACMEA, and 13 individual plaintiffs filed suit in Superior Court on several grounds. First, the court did not meet and confer with ACMEA before entering into an agreement that would unilaterally change the layoff rights of their membership; secondly, the agreement with SEIU contradicted the court's policies and violated the Trial Court Employment Protection and Governance Act. The case was initially heard in Superior Court, where the judge ruled against the union. The case was then appealed to the California Appellate Court.

On March 7, 2011, the Appellate Court ruled in part that the Alameda County Superior Court had violated the Trial Court Employment Protection and Governance Act and its own policies in not allowing the ACMEA members to bump down into positions they had previously held. The Appellate Court also stated that the Superior Court did not meet and confer with ACMEA regarding the change in policy that it had negotiated with SEIU, as this agreement changed the layoff procedure for ACMEA members.

This case is not only important for ACMEA but for labor as a whole. It affirms that an employer cannot unilaterally change a policy/procedure if it affects hours, wages and other conditions of employment without first going through the meet-and-confer process with the effected employees or their bargaining agent.

Without the union and ACMEA to carry forth this effort, there would be no telling what the outcome would have been for these members.

As stated, public employment and labor are under attack as evidenced in Wisconsin, where legislators recently voted to abolish public employees' right to collectively bargain. All we ask for is to receive a living wage, have the ability to care for our families' health and welfare and retire with dignity.

Pension reform: Get ready to fight public perception

By Rick Davis, business representative

I have been asked many times by members if I think the issues in Wisconsin could happen in California. I do not believe so, as they pertain to the removal of the collective bargaining process.

The public has been inundated with information about public-employee-pension benefits. A lot of that information has been misrepresented or distorted; some of it is what it is. According to a recent article I read, nearly half of the state's registered voters in a recent poll believe unions do more good than harm. When you put that number with the strong union-supported legislation in our state capitol, I would be surprised to see any legislative action removing or weakening the collective bargaining process. I am not, however, so optimistic about pension reform.

In the same article, 58 percent believed that public-employee-retirement benefits should be cut back, because they are too generous. One of the most revealing numbers was that 69 percent of those polled, including two-thirds of the Democrats, wanted state and local public employees to pay more toward their own pensions. This premise was very evident in my recent negotiations in El Dorado County. From talking to other business representatives, the same assertion has also been a major part of their current and past negotiations. This is something we will all be dealing with.

The most dangerous and foretelling information in the article was that 56 percent wanted guaranteed public-employee pensions replaced with a 401(k)-type pension. We all know what has happened to 401(k) accounts during this economic downturn over the last four years. Therefore, it is better for public employees to pay more of their own guaranteed Public Employment Retirement System (PERS) pensions than be forced into any type of 401(k).

Other interesting results of the poll were that 73 percent of those registered voters wanted a salary cap on public-employee pensions, 60 percent wanted an increase on the minimum age of retirement and 54 percent wanted local and state governments to have the authority to modify existing pension agreements. Also, 67 percent said they would not be in favor of any type of tax to build up necessary funds for paying current pension benefits already owed. The article ended with the statement that there would be a measure next year to roll back benefits to current employees. That has been talked about for many years. Fortunately, it has never grown enough legs to get anywhere. Let's hope it stays that way.

There should be no doubt that public employees are under scrutiny. I do not believe we will lose our collective bargaining privileges, but we are going to have to tweak our pension benefits and contribution rates. We either do it at the negotiation table or have the voters do it for us. We don't want the latter. The public has a perception that public employees are overpaid and have too many benefits and indulgent retirements. However, no one I represent is going to get rich off their pay or live a life of leisure on their retirement. There is one huge problem: Perception is reality, and that is what we are going to have to fight.

Don't believe everything you hear

By Art Frolli, business representative

Like most father-son relationships, I often found myself at odds with my dad over a variety of issues while growing up. However, the most prominent lesson I learned from him was the importance of securing a job that provided a good retirement. He always said it was more important to look out for your future than to make big money now. Don't get me wrong – we all want to make more money, as did my dad. However, he taught me that a decent-paying job with a defined retirement was a better deal than making a huge salary without a good retirement plan. My father worked as a county public-works employee for 47 years before finally retiring.

Those in our society who are currently taking shots at public-employee retirements forget to factor in that most public employees work for a lesser salary than their counterparts doing the same job in the private sector. I would venture to say that when they talk about those “huge” retirements, they are using the salaries of the highest earners in the public sector, such as large city managers. For the most part, these are not the employees I represent. The average public employee in Northern California earns about \$20 an hour. Let's say an employee started working in the public sector 30 years ago for an employer participating in the California Public Employees' Retirement System (CalPERS) 2 percent-at-55-retirement plan when he/she was 25 years of age. At 55 years of age, the employee would be eligible to retire with 60 percent of his/her salary, or \$24,960 per year ($\$20/\text{hour} \times 2,080 \text{ hours} = \$41,600 \times 60 \text{ percent} = \$24,960$). Most public employees receive little-to-no health-care coverage as part of their retirement. So, how many people can afford to retire making \$24,960 and continue to provide health-care coverage for 10 years until age 65, when they can obtain coverage from Medicare? This would explain why my father continued to work for 47 years before retiring.

I recently spoke with a life-long friend, and as usual, we started talking about politics. Eventually, the conversation got around to public-employee retirements. My friend exclaimed: “We have to do something about all these fat public-employee retirements; we just can't afford them.” I then broke down the math for him and talked about the importance of not only people but employers keeping their promises and honoring their agreements. We discussed how the government had stepped in to dismantle the airline-pilots' pensions and how unfair it was to deny retirements to people who had worked for them as part of their compensation packages. At the end of the conversation, I told my friend that you can't believe everything you hear on the radio or television about benefits when they become a political issue. I don't know if I completely convinced him to accept my position, but at least I gave him food for thought. Those of you concerned about preserving the pensions you have worked so hard to earn should do the same at every opportunity.

Fighting fiction with fact

As the discussion of pension costs continues for state and local government budgets, media coverage of public-employee pensions has increased. Therefore, it is important that we all have the facts straight, so that we may combat any “fictional” information being disbursed.

Did you know?

- 78 percent of California Public Employees' Retirement System (CalPERS) members earn a pension of \$36,000 annually or less
- CalPERS' investment portfolio has gained back \$70 billion since the financial crisis
- Today's estimate of CalPERS' portfolio based on market value of assets is nearing 70 percent funded
- State employees are paying 2 to 5 percent more under new bargaining agreements, saving the general fund \$300 million
- For every dollar paid in pension benefits over the last 20 years, the vast majority came from investments (not employer contributions)
- Under the case law interpreting California and U.S. constitutions, public-employee-retirement benefits are a vested contract right

We need to stick together

By Mike Minton, business representative

There has not been much change with the District 60 Public Employee units. We're waiting on a court date so the Public Employment Relations Board (PERB) can go after the Olivehurst Public Utility District, which failed to bargain in good faith, and in fact, did not bargain at all. The district just came in and dictated to us what they were going to take away, and then did it, after regressing with several of the “proposals” they forced on us.

We will be opening negotiations with Lake County soon, which I'm hoping will go better than past contract negotiations. All the Lake County Employees Association is asking for is a two-year-contract extension. We will see.

As public employees, I'm sure you are all aware that you are under attack from all sides. Politicians are coming at you from every angle, telling anyone who will listen that it is you, the public employees, who are responsible for all the economic problems, not just within the state of California, but across the nation. These politicians are spewing their poison in hearings and to any media outlet they can corner, saying that unions, especially public-employee unions, should be outlawed and cast aside, and that you, the public employee, should not be allowed to belong to a union or have any bargaining rights. These self-righteous egotists are attempting to convince the voting public that public employees have

been stealing from the taxpayers for too long, and now is the time to bring them back in line.

What these idiots fail to remember is that they are also public employees. These politicians are responsible for the citizens they represent, which include public employees. They don't want to mention that all the benefits public employees have were negotiated for and that public employees gave things up to get them. They don't want the voters to know that the vast majority of public employees will retire with somewhere between \$20,000 and \$35,000 each year, unlike the public-employee retirement that most politicians and upper management will receive, which is closer to \$100,000 or higher.

We are in this together, and for us to succeed, we need to be united. When your shop steward, bargaining-unit board member or union representative calls for a meeting, it is critical that you attend. Information is passed along at these meetings that is relative to the future of your career. We all have other priorities that need to be attended to, and it is easy to say you can't go because of this or that and expect your representative to call you about what took place, but they don't have time to summarize everything for you. We all have to make an effort.

Hang in there. Let's all stick together, and fight these attacks.



Looking at Labor

By Pete Figueiredo, treasurer

Building our way out

The seasons are turning, both literally and figuratively. After a very cold and wet winter, the first weeks of spring always bring a feeling of renewal.

There is also a slight sense of optimism growing in our economy. Our Pension-investment returns for the year, ending December 2010, were strong, coming in at more than 11 percent – well above our benchmark of 7-½ percent. That's good news!

During the first-quarter round of District Meetings, the work picture reports from a number of districts were fair to good. A couple of districts even expect close to full employment this summer. Although not all had such optimistic reports, opportunities will present themselves to members from any district who are diligent and willing to go where the work is. Although it's still early in the year, hours reported at the time of this writing are up 5 percent from the same period last year. It's possible that we've hit bottom and are now on the way back up.

However, we are by no means out of the woods. We all know we've got a long way to go. Many of our employers are also struggling in this difficult time. It's critical that we remember they are our partners, and neither of us exist without the other. If you're fortunate enough to be working right now, keep in mind that every minute of every hour of every day that you work, you contribute a little bit to our overall recovery. By being as safe and as productive as possible, you improve the ability of your employer to seek out a profit, which in turn, strengthens that company's ability to win the next bid and continue to provide employment. Step by step, we will build our way out of this mess.

It is equally important that employers be mindful of how difficult things are for their employees, who have been trying to earn a living and provide for their families when the unemployment rate for the construction industry has been more than 20 percent for two solid years! Some employers have been great about considering the circumstances of the men and women who make their businesses run. Some have done everything possible to assist their employees. Others have not.

We must all give our best efforts and work together to provide for our families; to strengthen the companies that provide our active members with gainful employment; to protect our Retirees who helped build everything we have and continue to provide us with guidance and support that can only come from the wisdom of their experiences. We must defend our local union, which is the glue that binds us all together, as well as the labor movement in general, which supports our efforts. And finally, we must stand behind our democratic system that allows our economy to flourish and provides the means to maintain our foothold in the middle class of American life.

We are battered and bruised, but we got to where we are because we are the best of the best. It's time for each and every one of us to give it all we've got and get things turned around. Together, we can do it!



Credit Union

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

How to manage your finances throughout the years

We have a diverse membership at Operating Engineers Federal Credit Union (OEFCU), but we all have one thing in common – the need to manage our money properly. With the help of Balance, a partner of OEFCU, we have been able to support our members' efforts in achieving their goals, from consolidating or reducing debt, avoiding foreclosure or bankruptcy and improving their credit report to purchasing or refinancing a home.

The list below includes certain financial areas that may need special attention now or in the near future. Bear in mind that our stages are generalizations; some people are married with children in their 20s, while others do not have dependents until their 50s, if ever. Whatever your situation, it's important to plan ahead and develop sound financial habits for a lifetime.

20s

- Establish credit and maintain a good payment record. Do not charge more than you can pay off in three months.
- Set up an emergency savings fund (typically three to six months worth of living expenses). Keep this money as liquid (accessible with few, if any, penalties) as possible.
- Start learning about investing and establish an automatic savings program to reach your financial goals.
- If you can, buy a home or start saving for a down payment.
- Make sure you are taking full advantage of the savings benefits available to you through your employer – a 401(k) or 403(b), etc.
- Make sure you have adequate insurance coverage (life, home, auto, health, disability and liability).

30s

- If you have children, begin investing for their education.
- Continue to keep credit under control, and avoid paying finance charges and annual fees.
- Write a will or review the one you have.
- Review your insurance coverage in light of changes in your family situation, increasing assets or professional activities.

40s

- As your income grows, look for investments and savings plans that shelter some of it from taxes.
- Use a retirement planning software program or see a financial planner to figure out exactly how much you'll need to save to maintain your lifestyle in retirement.
- Adjust personal and employer-sponsored retirement savings accordingly.
- Review your investment allocation and make sure you are still well diversified.

50s

- Review your will and estate plan.
- Pay off your debts. Depending on the going rates for different types of investments, it may or may not be wise to pay off your mortgage.
- Maximize your savings for retirement.
- Make sure your growing assets are protected by liability insurance.

60s

- As you near retirement, switch a portion of your investments to low-risk types to produce income rather than higher-risk growth.
- With life expectancy increasing, make sure a portion of your retirement nest-egg is invested, so it continues to outpace inflation.
- Maintain your health and long-term-care insurance.
- Remain wary of scams aimed at seniors.
- Research reverse mortgages, if you are a homeowner. You may need to tap the equity in your property to supplement your retirement income.

We encourage our members to use the services Balance has to offer. Members can contact Balance at (888) 456-2227. The call is completely confidential and free.

We welcome our members' comments, suggestions, concerns and compliments. OEFCU always provides the personal service of a small credit union coupled with the strength, sophistication and convenience of a large establishment. Join our OEFCU family. Contact our member service representatives at (800) 877-4444. Visit our website at www.oefcu.org for more information on our products, services and other "Member Only" benefits.

Fourteen new journey-level operators in Utah

On March 11, the Utah Joint Apprenticeship Committee (JAC) hosted the 33rd annual Apprenticeship Completion and Awards Ceremony at the Little America Hotel in downtown Salt Lake City. Everyone gathered at 6 p.m. to take advantage of the social hour and catch up with old friends. The ceremony began shortly after the dinner buffet at 7 p.m.

The new journey-level operators and guests heard from Local 3 Business Manager Russ Burns, as well as several other distinguished speakers, including Rec. Corres. Secretary Jim Sullivan, Geneva/Clyde Company's Krist McFarland, the Utah Transit Authority's Raymond Christy, the Workers' Compensation Fund's

Ray Pickup and the Utah Department of Transportation's (UDOT's) Bryan Adams. Advice and encouragement were offered to the graduating apprentices.

Several awards were distributed during the event. Ames Construction received Employer of the Year, while Lon Stam (Mountain Crane) was named Supervisor of the Year. The Iron Man award went to Robert Allred, and the Excel award was given to Melissa Beebe. Both recipients completed the Construction Equipment Operator (CEO) apprenticeship. Heavy Duty Repairer (HDR) Todd Dieffenbacher

and Crane CEO Riley Allen were the outstanding Apprentices of the Year.

Everyone worked hard and committed many hours to their apprenticeship programs. Congratulations to our newest journey-level operators: Riley Allen, Robert Allred, Melissa Beebe, Michael Chesnut, Todd Dieffenbacher, Travis Elsbury, Trevor Erickson, Waylon Farnworth, Ryan Gallegos, Adam Gardner, Rusty Munteer, Derek Nelson, Terry Pulham and Linda Zavala.



Business Manager Russ Burns shakes hands with graduate Adam Gardner.



Training Administrator Jeff Anderson presents graduate Melissa Beebe with the Excel award.



Trainer Randy Thacker congratulates outstanding Apprentice of the Year Riley Allen.

Apprentice of the Year Todd Dieffenbacher.



From left: Business Manager Russ Burns and Rec. Corres. Secretary Jim Sullivan congratulate Rusty Munteer.

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NCUA

May 2011 | 11

Volunteer hopes to rally fellow members

District 80 Crane Operator Camron Dean admits he wasn't always the greatest union member. Like many, Dean simply paid his dues and went to work. But all that changed last fall after he volunteered at a Local 3 phone-banking event. While making calls to his fellow union members about endorsed candidates, he got a wake-up call of his own.



After reporting to duty that evening, Dean remembers looking at the small group of volunteers – mostly staff members – who showed up to help and asking “Where is everybody?”

The sad truth is that not a lot of members get involved today. They do as Dean *used* to do: Rely on others to fight the union's political battles and protect workers' rights. A more enlightened Dean now attends his district meetings regularly, understands the importance of volunteering, serves on the Market and Geographic Area Committee and attends city council meetings.

“If each member volunteered eight hours, we could make a difference.”

“I don't think the general population of our rank-and-file members understands that our right to work is under attack every day.

... A lot of cities are trying to become charter cities,” he explained, a move that would eliminate prevailing wages from their work. “Once they abolish prevailing wage, it's downhill from there. We need to pack these meetings to make sure we're represented.”

Instead of “sitting around” and “complaining,” the nine-year member challenges all Local 3 members to “take ownership” and “step up and be a part of it [your union].”

“If each member volunteered eight hours, we could make a difference,” he said.

With about 35,000 members throughout Local 3's four-state jurisdiction, only eight hours a year from every member would amount to about 280,000 volunteer hours.

“The amount of what we can accomplish with that in supporting our future is big,” he said. “Payroll can't do it all by themselves.”

He takes the same help-yourself attitude when it comes to being on the out-of-work list. Having “every mobile crane certificate possible” as well as Hazmat certification, he encourages others to take journey-level upgrade classes, as it makes you more marketable. He also urges members to read their *Engineers News*, which he calls “a valuable tool.” Dean looks through it every month, especially when he's out of work, so he can find out what companies are working in his area and what big projects are coming. That way, he can solicit work early.

Dean appreciates those who are involved in union events, because Local 3 is important to him.

“This union has been great to me. It's given me far more than what I've given it – wages, benefits, braces for my children ... opportunities, training,” he said.

Volunteers are rewarded for their time. Prizes like jackets, tools and gift cards are given by Local 3's Voice of the Engineer (VOTE) program, depending on the amount of hours volunteers give in a specific year. For more information on the VOTE program and how to get involved, visit us online at www.oe3.org, or call your district office.

We are one

Union members join nationwide

By Jamie Johnston, associate editor

Local 3 has a dream.

Most Operating Engineers joined the union for the good pay, great benefits and fair working conditions they hope their children will be able to enjoy someday too.

However, that may not be the case, if legislators continue to do what they're attempting in Wisconsin – strip working people of their right to collectively bargain. So, in protest, members joined forces across the country and rallied in solidarity, just as Martin Luther King Jr. did exactly 43 years before. (Held on April 4, these rallies coincided with the anniversary of King's assassination in Tennessee, where he was supporting striking sanitation workers in their fight for justice.)

Looking at the crowds, King would have been proud.

Local 3 members gathered in Sacramento, San Francisco, Oakland, Redwood City, San Jose and Santa Cruz. They rallied in Eureka, Salinas, Stockton, Merced and Modesto. They protested in Fresno and Visalia. In Contra Costa and Solano counties, members marched from both sides of the Alfred Zampa Memorial Bridge, eventually meeting in the middle, where special guest speakers addressed the crowd.

“What's happening back there [in Wisconsin] is going to happen here,” said six-year member Donald Dilldine from Fresno. A “snowball effect” has already hit Ohio and Indiana, he said, as workers there are also under attack.

“We need to stand up across the United States,” said Dilldine, who helped line I Street outside Sacramento City Hall. “This is major stuff. We can't sit on the sidelines anymore.”



Dan Campbell marched from the west side of the Alfred Zampa Memorial Bridge to the center, where he met other union members coming from the opposite direction.



Fifth-step Apprentice Javier Martinez carries a handmade sign at the Sacramento rally.



From left: Apprentice Kevin Suarez, 10-year member Greg Gasaway, apprentices Chase Miller, Ken Edgcombe Jr. and Devin Scott and 10-year member Mike Guenza rally in Sacramento.

rally to protect workers' rights

Dilldine was among Operating Engineers, Teamsters, teachers, electricians, Ironworkers – you name it – who chanted and flashed signs, as evening commuters drove by. Their message was clear: *We are one.*

Fifth-step Apprentice Richard McCray was also there. McCray was first introduced to Local 3 at his high-school graduation party. A neighbor attended his party and asked, “Do you want a job?” A few days later, McCray was in the Apprenticeship Program.

“Best gift ever,” he said. “It’s more than anyone else gave me.”

And he’s not willing to give it up anytime soon. “I’m all about supporting everybody in solidarity,” said the DeSilva Gates operator.

The Sacramento rally attracted members from around California, including San Jose’s Fernando Chan, Redding’s Chuck Jones, Oakland’s Den Belillo and Stockton’s Greg Gasaway.

Tim Campbell joined members from Rohnert Park District 10 and Fairfield District 04 for the rally on the Alfred Zampa Memorial Bridge, because he feels “it is important to get involved.” In fact, “my wife and I started our own grassroots campaign to get the word out,” he said.

For information about other upcoming events or to see more photos from these rallies, visit us online at www.oe3.org.



District 10 Retiree Bud Ketchum joins ralliers on the Alfred Zampa Memorial Bridge.



From left: Third-step Construction Equipment Operator (CEO) Apprentice Opal Connor and six-year member Donald Dilldine rally in Sacramento.



District 10 Operator Julie Linsley’s sign says it all, as she walks across the Alfred Zampa Memorial Bridge.



From left: District 10 members James Spain and Darcy Harlan march with Retiree Joel Lanstra from the east side of the Alfred Zampa Memorial Bridge to the center, where special speakers addressed the crowd.



From left: Retirees Rob Eversden and Dave Young rally in front of the Sacramento City Hall.



Retiree Mark Oswell rallies on the east side of the Alfred Zampa Memorial Bridge.



Tim Campbell heads east to the center of the Alfred Zampa Memorial Bridge.



Apprentice Richard McCray shows his support in Sacramento.



Retiree Bob Joyce attended the rally on the Alfred Zampa Memorial Bridge to support union workers.



Crane Operator Jesse Thayne and his 12-year-old son, Austin, rally in Sacramento.



Eric Will announces Local 3’s presence in Sacramento.

Interest explodes in Hazmat training

Story and photos by Jamie Johnston, associate editor

- What do you do if you're working with hazardous chemicals on the jobsite?
- A. Stop, drop and roll.
 - B. Call 9-1-1.
 - C. Don't worry. You've been properly trained on how to handle the situation.

If you haven't taken proper Hazmat training, your guess is as good as any. But if you are one of the many Local 3 members who have taken advantage of the union's free Hazmat classes, the correct answer is C.

One such class was recently held in Morgan Hill District 90, and 20 members attended.

The 40-hour Hazmat course includes extensive classroom instruction and wraps up with a hands-on exercise that requires students to correctly assemble a breathing apparatus, put on the proper safety gear and dispose of contaminated clothing. Students also test their skills on the Rancho Murieta Training Center's (RMTC's) mini excavator simulators, while wearing their Hazmat suits.

Having this training is beneficial for more than just safety purposes. It makes an operator more marketable. Ten-year

member Eric Estrada knows this to be true. He had to pass on a demo job because he didn't have the proper certification. Estrada signed up for the class in Morgan Hill so it wouldn't happen again.

With several cleanup jobs on the radar, like those at the old Fort Ord military base and the Kettleman City hazardous waste facility, operators with Hazmat certification will be in high demand. Of course, the 9.0 earthquake and ensuing tsunami that hit Japan have also brought Hazmat training to the forefront, as the worst nuclear emergency since Chernobyl unfolds. Instructor Rodger Gordo said Hazmat certification was also required for the wildfire cleanup in Lake Tahoe a few years ago, and fire season is just around the corner.

"It's another skill set. Get as many skills as you can, so you can stay busy," said six-year member and student Ron Bellangero.

Companies like Tucker Engineering, DeSilva Gates and Preston Pipelines are also trying to be more marketable and asked some of their operators to get trained.

"I'm more valuable to the company," said 16-year member Jeffrey Azevedo, who works for DeSilva Gates. "When I'm not paving – that's my forte – I can still work for them."

Step by step

Members get suited up for emergency training



1 From left: Operators Mike Castillo and Jeffrey Azevedo assemble a breathing apparatus during the 40-hour Hazmat class recently held at the Morgan Hill Hall.



2 Doroteo Juarez puts on safety coveralls.



3 Jack Johnson models safety gloves.



4 Instructor Rodger Gordo makes sure Greg Miles is taped around his ankles, blocking all chemicals from getting on his skin.

5 Paul Aguilar adjusts his face mask.



6 In full Hazmat gear, Paul Aguilar tests his skills on the RMTC's mini excavator simulator.



7 When finished with the hands-on simulation, Brian Mooney helps Mike Castillo dispose of his Hazmat suit.



Fringe Benefits

By Charlie Warren, director

How to read your Pension statement

For all Pension Plan participants: Your Pension statement provides important retirement information. Below is a guide to reading your statement.

Item No. 1 shows the number of hours reported for you for the Plan year indicated. Compare these hours with your records, as they are an important factor in determining your Pension benefit.

Item No. 2 shows the credit earned during the Plan year and the dollars added to your Pension for the year.

Item No. 3 indicates your total future credits and the monthly benefit through the Plan year payable at full retirement age for a normal, regular or service Pension.

Item No. 4 contains important messages regarding your Pension benefits.

For help with your Pension statement, please call the Trust Fund Office at (800) 251-5014 or the Fringe Benefits Service Center at (800) 532-2105.



PENSION TRUST FUND FOR OPERATING ENGINEERS
1640 South Loop Road
Alameda CA 94502
(510) 271-0222

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Joe Engineer
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Engineers CA 12345

Social Security No.
***-**-1234
Birthdate
1/23/1956

Employer	Date Worked	Hours Reported	Hourly Contrib Rate	Benefit Factor	Benefit
XYZ Construction	Jan-10	106.50	\$7.00	1.250%	\$9.32
XYZ Construction	Feb-10	129.50	\$7.00	1.250%	\$11.33
XYZ Construction	Mar-10	139.00	\$7.00	1.250%	\$12.16
XYZ Construction	Apr-10	166.50	\$7.00	1.250%	\$14.57
XYZ Construction	Mav-10	163.50	\$7.00	1.250%	\$14.31
XYZ Construction	Jun-10	202.50	\$7.00	1.250%	\$17.72
XYZ Construction	Jul-10	152.00	\$7.00	1.250%	\$13.30
XYZ Construction	Aug-10	206.00	\$7.00	1.250%	\$18.03
XYZ Construction	Sep-10	178.50	\$7.00	1.250%	\$15.62
XYZ Construction	Oct-10	180.00	\$7.00	1.250%	\$15.75
XYZ Construction	Nov-10	210.00	\$7.00	1.250%	\$18.38
XYZ Construction	Dec-10	171.50	\$7.00	1.250%	\$15.01
Totals		2,005.50			\$175.50

CREDITS AND BENEFITS					
FOR YEAR ENDING 12/31/2010			ACCUMULATED 12/31/2010		
1	1.00	\$175.50	3	18.50	\$3,959.93
FUTURE SERVICE CREDITS	BENEFIT		FUTURE SERVICE CREDITS	BENEFIT	

All pension credit, including past service, will be verified at the time of retirement.

FOR YOUR INFORMATION	
4	You are Vested

Retiree Post

Local 3 hosts many events throughout the year where Retirees can reunite. Look for details here in your Engineers News.



From left: District 30 Retirees Frank Mendes and Gary Abatangle visit at the March 20 Semi-Annual.

We're here to help

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

Retiree Association Meetings

The Retiree Association Meetings begin this month. The Local 3 officers look forward to joining Retirees and their spouses for concise reports, good refreshments and plenty of fellowship. Check the schedule below and keep an eye out for the postcard inviting you to the meeting in your area.

RENO
Wednesday, May 4 2 p.m.
Operating Engineers' Building
1290 Corporate Blvd.

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

SALT LAKE CITY
Thursday, May 5 2 p.m.
IBEW Hall
3400 W. 2100 S.

NOVATO
Thursday, May 12 2 p.m.
Best Western Novato Oaks Inn –
Redwood Room
215 Alameda Del Prado

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

MORGAN HILL
Thursday, May 12 2 p.m.
Operating Engineers' Building
325 Digital Drive

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

FAIRFIELD
Tuesday, May 17 2 p.m.
Veterans' Memorial Building
427 Main St.
Suisun City, CA

CONCORD
Tuesday, May 10 2 p.m.
Centre Concord
5298 Clayton Road

ROHNERT PARK
Wednesday, May 18 10 a.m.
Operating Engineers' Building
6225 State Farm Drive,
Ste.100

STOCKTON
Tuesday, May 10 2 p.m.
Italian Athletic Club
3541 Cherryland Ave.

UKIAH
Wednesday, May 18 2 p.m.
Hampton Inn
1160 Airport Park Blvd.

AUBURN
Wednesday, May 11 10 a.m.
Auburn Recreation Center –
Lakeside Room
3770 Richardson Drive

EUREKA
Tuesday, June 7 2 p.m.
Best Western Bayshore Inn
3500 Broadway

SACRAMENTO
Wednesday, May 11 2 p.m.
Operating Engineers' Building
3920 Lennane Drive

REDDING Meeting & Potluck
Wednesday, June 8 1:30 p.m.
Frontier Senior Center
2081 Frontier Trail
Anderson, CA

FRESNO
Wednesday, May 11 2 p.m.
Cedar Lanes
3131 N. Cedar Ave.

YUBA CITY
Thursday, June 9 2 p.m.
Veterans' Memorial Center
211 17th St.
Marysville, CA

BURLINGAME
Thursday, May 12 10 a.m.
Transport Workers Union Hall
1521 Rollins Road

Retiree Picnic: Don't forget to mark your calendars for the upcoming Retiree Picnic at the Rancho Murieta Training Center (RMTTC) on Saturday, June 4.

Members working on the New Irvington Tunnel include, from left: Brad Johnson, Richard Valentine, Lee Benge, Russ Mendenhall, Franklin Johnson, Robert Crowell, Brian Lowery, Scott Ball, Bill Dickton, Raymond Arruda, Don Louderback, Jim Willis, Jeremy Jensen, Jeff Cissell and Albert Rogers.



Members go vertical, horizontal on New

Story by Mandy McMillen, managing editor; photos by Dominique Beilke, art director

When the more than 2 million San Francisco Bay Area residents turn on their faucets, they think nothing of that water's journey. (It comes all the way from Yosemite National Park's Hetch Hetchy Reservoir.) And when local newspapers began mentioning work on a water tunnel in Sunol, most people didn't think twice about it, because they couldn't imagine what a 3.5-mile tunnel from Sunol to Fremont might look like.

Is it just a pipe that runs underground?
Yes ... and no. It's so much more than a pipe.

When completed, the New Irvington Tunnel will run parallel to the 81-year-old existing Irvington Tunnel and be the product of 734,000 cubic yards of material dug out of a 3.5-mile stretch of dirt and rock using machines called roadheaders. Then, an 8.5-foot diameter steel pipe will run through it.

Crews began tunneling into the earth at the Alameda West Portal in the Sunol Valley off Calaveras Road in early April. By the year's end, the tunnel is estimated to be one-third of the way to the Vargas Shaft, immediately east of Hwy. 680. At the Vargas site (considered the midpoint of the project), excavation crews have dug a 120-foot vertical shaft for the second roadheader, which will start tunneling west toward the Irvington Portal, located east of Mission Boulevard in Fremont. Once this section is completed, the roadheader will reverse direction from Vargas to the Alameda West Portal, where the roadheaders will meet.

Why all the tunneling? Due to the increase of the Bay Area population, the old tunnel can no longer be taken out of service

for repairs or maintenance without impacting the water supply. If an earthquake were to compromise the old tunnel, the current system may not be able to provide emergency water.

It's hard to imagine the design plans and work schedule of the crew responsible for the original tunnel, built between 1928 and 1930. Historians believe the tunnel was dug by hand and wheelbarrow.

Today, the system is much more efficient with the use of 26-ton roadheaders, designed to claw through rock with spinning steel balls. As the horizontal tunnel is dug, crews construct steel sets, "like the ribs of a skeleton," said Tunnel Supervisor Curtis Bahten with main contractor Southland/Tutor-Perini Joint Venture (JV), to keep the surrounding earth at bay. It is Master Mechanic Ric Cook's job, with the help of his son, Dusty, to ensure the 100-horsepower roadheaders work properly (no pressure!), so crews can stay on schedule and finish the project by 2014. Spoils from the tunnel are delivered out of what feels like the bowels of the earth by train cars operated by member Bobby Driskell.

Inside and outside the tunnel, Operating Engineers provide support. Inside, the environment is one of wet shale that covers your boots in gray clay; darkness illuminated only by headlamps and the loud reverberations of the roadheader.

Members will work in the same environment at the Vargas site after mining crews are lowered by crane down the shaft. Operating Engineers created over a one-month period, excavating 10 feet a day until they hit solid bedrock. (Once the roadheader is lowered



Mechanic/Welder Ramon Rios, with main contractor Southland/Tutor-Perini, welds brackets for the exhaust pipe at the Alameda West Portal.



Mechanic Mike Sporleder performs a quick coupler repair on an excavator.





y Irvington Tunnel

into the shaft for mining, some of this section will have to be blasted.) According to Southland/Tutor-Perini Foreman Robert Crowell, “This is the world’s deepest free-drill shaft.” When inside the shaft, the sky seems miles away, a small hole of light, which was good for the operators during the rainy season.

“Rain doesn’t get in the hole. Weather doesn’t shut down this job,” said Operator Bill Dickton, who excavated the first 20 feet of the shaft, before Crane Operator Brian Lowery lowered members with subcontractor Malcolm Drilling below to widen the hole.

Not all work has been underground, however. Subcontractor Steve P. Rados provided early grading and other dirt work before mining began and is currently backfilling materials with loaders, forklifts and excavators. Surveyors with Mid Valley Engineering provided construction-staking on the job.

Also working above ground on the technical side of things is Southland member Albert Rogers. He is responsible for designing, building and operating the entire new groundwater system, which will use 3,500 gallons of water per minute (a figure that, again, is hard to imagine).

Rogers is the only certified operator for this daunting task. When finished with his portion of the project, a complicated operating system will tell the tunnels and filtration systems what to do, so all that Bay Area water runs clean – straight from Yosemite, through that massive water “pipe” and out your faucet!



Loader Operator Carl Carpenter.



Operator Matt Sporleder performs backfilling for subcontractor Steve P. Rados.

From the bottom of the shaft at the Vargas site, the sky seems miles away.



Train Car Operator Bobby Driskell (also on cover) removes the spoils created by the 26-ton roadheader, inset, as it bores through rock to create part of the New Irvington Tunnel at the Alameda West Portal.



Crane Operator Brian Lowery lowers Operating Engineers down the 120-foot vertical shaft at the Alameda West Portal in the Sunol Valley.



Rancho Murieta Training Center
for apprentice to journey-level operators

By Tammy Castillo, director of apprenticeship

The history of apprenticeship

This is the first in a series of articles based on the history of apprenticeship.

What it was like to be an apprentice in early New England is indicated by these words from an indenture in the 1640s:

“Know all men that I, Thomas Millard, with the Consent of Henry Wolcott of Windsor unto whose custody and care at whose charge I was brought over out of England into New England, doe bynd myself as an apprentice for eight yeeres to serve William Pynchon of Springfield, his heirs and assigns in all manner of lawfull employmt unto the full ext of eight yeeres beginninge the 29 day of Sept 1640. And the said William doth condition to find the said Thomas meat drinke & clothing fitting such an apprentice & at the end of this tyme one new sute of apparell and forty shillings in mony: subscribed this 28 October 1640.”

As it turned out, Millard lost out on the cash mentioned:
“Tho Millard by his owne consent is released & discharged of Mr. Pinchons service this 22 of May 1648 being 4 months before his tyme comes out, in Consideration whereof he looses the 40s in mony wch should have bin pd him, but Mr. Pynchon givith him one New sute of Aparell he hath at present.”

Indentures were forerunners of our modern apprenticeship agreements. Today, an apprentice’s situation is far different from Millard’s. Apprentices are no longer bound “body and soul” to their “masters.” They no longer live in a master’s house or are dependent upon a master for handouts of food, a little clothing or a few uncertain “shillings.”

Today, apprentices are members of a production force as they train on the job and in the classroom. They are paid wages, work a regular workweek and live in their own homes. Their apprenticeship agreements set out the work processes in which they are to be trained and the hours and wages for each training period. At the end of their apprenticeship, they receive certificates that are similar to the diplomas awarded to engineering graduates of universities.

There are nearly 500,000 registered apprentices in the United States every year. They are learning under the guidance of experienced craftworkers in such skilled occupations as computer operator, machinist, bricklayer, dental laboratory technician, tool and dye maker, electrician, drafter, electronic technician, maintenance mechanic and, of course, Operating Engineer. Management, labor and government work together to promote apprenticeship and develop sound standards for its practice. In many communities, joint management-labor-apprenticeship committees conduct and supervise the local programs.

Our Apprenticeship Program is one of the best in the nation, pulling from these ancient traditions and the ever-changing technology of the future.

Stay tuned for more history about apprenticeship.



Mechanics Corner

By Dave Bibby, Heavy Duty Repair (HDR) instructor

The heart of the system

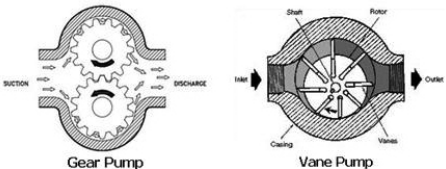
Almost every piece of mobile equipment incorporates hydraulics, which is the use of a fluid transmitted throughout the machine to perform work. Components of the hydraulic system may include the fluid, reservoir, directional control valve, hoses/tubing and actuator. At the heart of any system is the hydraulic pump, which displaces the fluid from one place to another.

A hydraulic pump is a mechanical device that converts mechanical energy (typically supplied by the engine) into hydraulic energy in the form of fluid flow.

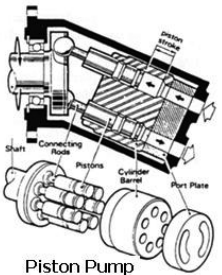
Hydraulic pumps are rated by their displacement, or the volume of fluid displaced by one complete revolution of the input shaft measured in cubic centimeters. In some instances, pump displacement may also be given in the volume of fluid displaced over time or in gallons per minute.

All pumps create flow and are divided into two categories – non-positive and positive displacement. The output flow of a non-positive displacement pump will vary or stop depending on resistance to flow, such as with a centrifugal water pump. All pumps used in hydraulic systems are positive displacement, delivering an exact amount of fluid regardless of resistance to flow. These pumps are divided into types – fixed and variable displacement.

Fixed displacement pumps deliver the same volume of fluid for every revolution of the input shaft. The total volume of fluid delivered can only be varied by changing the speed of rotation. The most common type of fixed displacement pumps are the gear and vane pump, which operate similarly. Fluid is supplied to a rotating unit in the pump where it is trapped between the gears/vanes and the outside of the pump housing and forced out of the outlet.



Variable displacement pumps can vary the volume of oil delivered, regardless of input speed. These sophisticated pumps have an internal mechanism that varies displacement. The most common type of variable displacement pump is the piston pump. A rotating plate is attached to several pistons, which are housed in a cylinder barrel. Fluid is supplied to the pump where a piston is pulled out of the cylinder-barrel assembly, thus pulling fluid in (think of a syringe drawing in medicine). As the plate continues to rotate, the piston is forced back into the cylinder barrel, forcing the fluid out. Pump displacement is varied by changing the distance the piston travels within the cylinder barrel. A small piston stroke results in a small pump displacement, whereas a large piston stroke results in a large pump displacement.



All pumps create fluid flow, however, they do not create pressure. Pressure is caused by resistance to flow.

Leaning on learning

By Joanie Thorton, NCSJAC administrator

Have you ever heard the saying: “No one has ever completed their apprenticeship?” We certainly hail our graduates and upper-class members (Certified Party Chiefs), but there is always room to learn, and education is right in front of you. Check out the Northern California Surveyors Joint Apprenticeship Committee (NCSJAC) website at www.ncsjac.org for the Surveyors Apprenticeship and www.oe3.org (follow the links) for the Testing and Inspection Apprenticeship.

Both programs offer a wide range of opportunities. The Surveyors Apprenticeship not only offers its first- through eighth-period apprenticeship, which includes classroom study, on-the-job training and numerous hands-on opportunities, but also has a module for the journey-level operator to upgrade his or her training. Currently, we are scheduling Plan Reading for Surveyors as a summer hands-on offering. This will include construction and architect plans and plans used widely by the field and construction surveyor. Milpitas Instructor Socorro Vera will author and present the class, which, with the help of our staff, will offer students an excellent insight into a side of work they may not have had much exposure to. Rohnert Park Instructor Ted Rollheiser has also authored a new and exciting module on Laser Scanning. The curriculum is already written, and the hands-on portion is being designed by Sean Finn of F-3 Surveys.

Other classes include hands-on Data Collection, Advanced GPS and Digital Levels. All of these will strengthen the journey-level operator and help with the goal of attaining Party Chief status.

Remember: *These classes are open to all members.* The Journey Upgrade Program will provide the member with our classroom curriculum, the credentialed instructor who is a professional surveyor and all of the tools for learning the trade – all paid for by employer contributions. That’s right – *it’s a free education.*

For those of you who had to leave the program for personal reasons, we are researching and broadening the requirements for Party Chief status. Think about rejoining, finishing, graduating, taking your LSIT, taking your LS, etc. Your education will never end – just like the apprenticeship!

Lastly, be sure to also look into the Testing and Inspection Program. Orientations for beginning-level apprenticeships are scheduled during several months, and this orientation is the beginning of the entry process. Testing and Inspection has held its own during the past few years, and its apprenticeship has grown to nearly 70 students. We applaud our Coordinator Sherry Chapin, our two tireless working business agents John Rector and Michael Strunk, Director Bruce Noel and the officer in charge, Financial Secretary Dan Reding. All work together to make the department an educational powerhouse!

Annual surveying competition this month

Attention surveyor apprentices: Grab your tool bag and come out on Saturday, May 14 for the 21st Annual Apprentice and Journey Upgrade Hands-On Competition. Registration begins at 8 a.m. at the Northern California Surveyors Joint Apprenticeship Committee (NCSJAC) office (1620 South Loop Road, Alameda, CA). Competition begins at 8:30 a.m.

As always, lunch, a raffle drawing and the announcement of winners will follow the competition portion. Winners will receive cash prizes!

Please note: Attendance is mandatory.



ATPA Angle

By Bob Miller, Associated Third Party Administrators (ATPA) senior account executive

Delayed Retirement Incentive

Today, you are the oldest you have ever been but the youngest you will ever be again. This is something to think about when contemplating your retirement date and its monetary impact.

This brings to mind the Pension Plan’s Delayed Retirement Incentive, often referred to as the “Supplemental Pension.” This fiscally prudent Pension incentive was implemented July 1, 2008 by Business Manager Russ Burns, the officers and the Trustees at the recommendation of the Trust Fund actuary.

Generally, the longer you work after your supplemental benefit eligibility date, the more you can earn (see the chart below), however, the value of your incentive may decrease as you get closer to your Social Security normal retirement age, due to fewer delayed payment months. Your supplemental benefit eligibility date is the date you are first eligible to retire with an unreduced early retirement benefit under a Service Pension, but not before July 1, 2008.

<i>Years worked after supplemental benefit eligibility date</i>	<i>Percentage</i>
1 year	10 percent
2 years	25 percent
3 years	50 percent
4 years	75 percent
5 years	100 percent
Each additional year	20 percent (per year)

During our recent round of Pre-Retirement Meetings, a significant number of participants eligible for the Delayed Retirement Incentive attended.

The questions below were compiled from those members.

How do you qualify for the Delayed Retirement Incentive?
If you delay retirement and continue to work at least one year (350 hours) past your supplemental benefit eligibility date, you may earn the Delayed Retirement Incentive.

How long do you receive the incentive?
Your incentive is payable for the same number of months you delay retirement past your supplemental benefit eligibility date, but your checks cannot extend past your Social Security normal retirement date.

How is the amount you receive calculated?
The amount you receive is based on a formula applied to your Pension-benefit amount, as of your supplemental benefit eligibility date. To receive credit for a given month, you must have at least 30 hours of Pension contributions for that month, and you must have at least 350 hours of Pension contributions in the year that starts on the anniversary of your supplemental benefit eligibility date.

Do you have to apply for the incentive?
No. The incentive is payable as a monthly benefit or a lump sum (your choice). Associated Third Party Administrators (ATPA) will calculate these amounts (with help from the Trust actuary) and will contact you shortly after you have retired to complete the process.

How are these benefits paid?
If you choose monthly payments, a separate check is issued by ATPA at the beginning of each month, in addition to your regular Pension check.

Don't miss our 40th District Picnic on June 18

District 70 proudly welcomes **Darren Taylor Construction** to the Local 3 family. This new signatory company fills the void left by an employer that performed grinding and paving before recently going out of business. The crewmembers working for **Darren Taylor Construction** are familiar employees from **Ron Hale Construction**. We wish you the best in your effort to prosper with us.

Anderson Drilling joined the task of getting to the bottom of Shasta Lake on the Antlers Bridge project. The drilling on this job has been a less-than-pleasant experience for everyone involved, because the lake level has been hard to gauge, especially with this year's back-and-forth weather.

Most of the paving projects in the district are underway and providing employment for the membership.

Steve Manning Construction was awarded a \$4 million cold-in-place recycle paving job in Lassen County. **Blaisdell Construction** has a couple of bridge projects on Hwy. 97 in Siskiyou County and Hwy. 99 in Tehama County. **J.F. Shea Aggregate Products** continues to employ our members. **Golden State Bridge** is working on a \$4 million bridge job over the

Trinity River and Minnehaha Creek in Trinity County. **Tullis Inc.** added additional paving projects in Siskiyou and Trinity counties. **Northwest Paving** is busy with paving, dig-outs and seal-coating in Hayfork. **Traffic Solutions** is working in ... well, where isn't the company working? The company has too many projects to name.

We appreciate the effort of the membership in helping our signatory employers stay as competitive as possible with those who would be more than happy to take from the Local 3 family. Please continue to help in the fight to keep the city of Redding from becoming a charter city. Call the Hall, read the local paper and stay as informed as you can. We cannot afford to lose any job, let alone all prevailing-wage work.

Remember: Saturday, June 4 is the Retiree Picnic at the Rancho Murieta Training Center (RRTC). Wednesday, June 8 is the Retiree Luncheon in Anderson at the Frontier Senior Center and the night of our District Meeting at 7 p.m. at the Hall. Last but not least, District 70's 40th District Picnic is on Saturday, June 18 at Anderson River Park. You don't want to miss this one!



Members work for J.F. Shea Aggregate Products.

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

About 120 wind turbines to be erected this summer

In Jameson Canyon, **R.J. Gordon Construction** is doing waterline adjustments at three sites in preparation for the proposed widening of Hwy. 12 from Fairfield to Napa. This is a good sign of more work in the future.

At the Mare Island Dry Dock, the second ship has arrived and is being prepared for dismantling. This project is gearing up with the whirley crane in operation and the dismantling of the first ship well underway.

In Vallejo, work on the parking structure and the downtown streetscape continues, and **Team Ghilotti** picked up a small job at Lake Dalwigk, which consists of improvements with habitat enhancements. **MCK Services** has some paving on Hwy. 29 north of Calistoga set to start, and **O.C. Jones** should be moving forward with the on- and off-ramps for Fairfield. These jobs should get the **Syar** rock quarries producing plenty of asphalt.

In Birds Landing, two separate wind-farm projects will start this summer. Enexco awarded Shiloh III to **White Construction**, and Sacramento Municipal Utility District (SMUD) awarded Solano Phase III to **Michels Construction**. About 60 wind turbines will be erected at each site.

We look forward to seeing everyone on Saturday, June 25 at our Second Annual Joint District 04 and District 80 Picnic at Country Club Park (4513 Putah Creek Road in Winters). Tickets are available in both district offices. Adults are \$10; Retirees and children under 12 are free. If you have any new raffle-prize suggestions, we would love to hear from you. Please give us a call.



Fifth-step Apprentice Ken Edgecombe Jr. works in Jameson Canyon.



From left: R.J. Gordon Construction Foreman Joe Brown and Surveyor Justin King.



Operator Frank McIntyre works for R.J. Gordon Construction.



Operator Stephen Lewis performs waterline adjustments.

Operator Scott White picks the slide rail.

Housley Demolition Co. joins Local 3

There is a lot of work going on or about to start in the southernmost part of District 50.

Flatiron is working on Hwy. 198 from Hanford to Hwy. 99 – a \$45 million job to widen “Blood Alley” from two to four lanes.

Diablo is about to start the \$67 million widening of Hwy. 99 from Kingsburg to Goshen. When finished, the highway will have three lanes each way.

Lee’s Paving is working on an \$11 million overcrossing of J Street and railroad tracks in Tulare.

American Paving is working on an overcrossing of railroad tracks in Goshen to align Betty Drive.

Emmetts has a \$14 million job to widen Road 80 in Tulare County from Dinuba to Avenue 384 and a \$4.5 million overlay on Hwy. 43.

C.W. Roen is upgrading the wastewater treatment plant in Woodlake for \$11.7 million.

Teichert will widen Road 108 from Visalia to Tulare for \$11.2 million and has many smaller jobs throughout the district.

Signatories **Pacific Boring** and **Bill Nelson** also keep our members busy.

District 50 welcomes our newest signatory employer, **Housley Demolition Co.**

We would like to invite everyone to our District Picnic at the Fresno County Sportsmen’s Club on Sunday, May 15 at noon for great food and a great time.



Pacific Boring's John Vindish.



Clay Beavers works for Pacific Boring.



Operator Todd Housley owns Housley Demolition Co., District 50's newest signatory employer.



Jacinto Sandoval works for Bill Nelson.

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

Road work abounds in district

The Stockton District has several multiple-year projects starting, and we're all eager to move some dirt.

As for ongoing work, the prison medical facility is finally underway on Arch and Newcastle roads.

RGW is performing work on the North Stockton Railroad grade-separation project. This includes constructing eight-lane overpasses at Union Pacific Railroad (UPRR) located between Davis and Lower Sac roads and at Leach and Mieke Grove roads and a six-lane underpass between Grider Way and Marlette Road. This is a three-year, \$38.8 million project.

RGW is also working on a \$20.8 million project on I-5 that will replace Plain Cement Concrete (PCC) slabs and resurface ramps with Hot Mix Asphalt (HMA) from Hammer Lane to the Sacramento County line.

The Delta Water Supply project starts its second year with **Teichert**, **Preston Pipelines**, **Vadnais**, **Monterey Mechanical** and **Blue Iron** working there.

The Lodi Energy Center continues work with general contractor **ARB** and subcontractor **Granite Construction**.

AM Stephens is building ponds at the Lodi Wastewater Treatment Plant.

As for upcoming work, the \$30.1 million Sperry Road extension will extend Sperry Road from French Camp west to I-5, therefore connecting Hwy. 99 to I-5. The extension will require the construction of elevated roadway and five bridges that will cross railroad, roadways and French Camp Slough. Crews will also install retaining walls, roadway lighting and traffic signals.

The I-5 North Stockton widening and interchanges project has an engineers' estimate of \$77 million. Crews will widen I-5

from Country Club Boulevard to Eight Mile Road, reconstruct the Hammer Lane/I-5 and Eight Mile Road/I-5 interchanges and construct the Otto Drive interchange. This project also includes sound walls and auxiliary lanes.

The El Dorado Street widening project will widen the roadway from Yokuts Avenue to Mariposa Avenue and requires sidewalks, curbs, gutters and center median landscape, which includes planting more than 150 trees along the widened corridor.

The Thornton Road widening project will widen Thornton Road to six lanes from Pershing Avenue to Bear Creek.

We had a Pre-Retirement Meeting on March 2 that was well attended.



Members fill the Hall for the Pre-Retirement Meeting held March 2.

Apprenticeship Spotlight

Fourth-step Heavy Duty Repair (HDR) Apprentice **Albino Espinoza** is a success story District 30 can be proud of. Espinoza came into the OE3 Apprenticeship Program through Job Corps and has been adamant about his training from day one. He currently works for **George Reed Construction** out of the Modesto Yard and is under the watchful eye of Shop Foreman **Nic Villarreal**. Villarreal has been instrumental in Espinoza's training and continues to encourage him to seek out opportunities that will expand his knowledge in the trade. **George Reed Construction** is a great company to work for and one that understands that our apprentices are our future.



Work on Kern River expansion continues

Utah District 12 has been having a great year. With the Ruby Pipeline coming to a close, many of our members have been able to find work with **Copper Hills Constructors** on the Mountain View Corridor and **Ames Construction** on the I-15 Core project. These projects will keep most of our members working for the next couple of years.

Abercrombie Pipeline will be working on the Apex Line most of this year, going over the bountiful mountains to finish the Kern River expansion. Many of you worked on the Kern River expansion in 2003, and after **Abercrombie** is done, this line will be fully operational. **Snelson Pipeline** started work on a 16-inch line in Morgan, which should be completed in June. We anticipate other pipeline work this year, and as that information is available, we will let you know about it here.

W.W. Clyde's project in Blackridge is ahead of schedule. The company also has the "9 Mile" project with an expected start of May 1.

Aggregate Industries is working on a cold-recycle plant in Blanding, and **Granite Construction** was awarded the next phase of the Dixie Interchange.

The Utah Master Agreement will expire on June 30, and **Wheeler Machinery Company's** agreement expires on Oct. 31. Get involved early in pre-negotiation meetings, and bring your ideas to your business representatives. It is only through our unity that we are able to achieve better wages, fringes and working conditions.

Please plan on bringing your families to the District 12 Picnic this year on June 11 at the Draper City Park (North Pavilion). Raffle tickets will be sold early at the Hall and through your business representatives. We hope to see you there!

With an ever-changing economy, the Utah Health and Welfare Fund Trustees have made changes, including some enhancements to the health and welfare benefits. With these changes, there are money-saving opportunities for you, the participants, as well as the Utah Health and Welfare Fund. Participants in the Utah Plan will receive notices in the mail regarding these changes. Be sure to read this notice, and keep yourself and your family up-to-date on the changes. If you have any questions, don't hesitate to call the Hall.

YUBA CITY | 468 Century Park Drive, Yuba City, CA 95991 ▪ (530) 743-7321

Remember: You're our eyes and ears on the jobsite

Knife River's plant in Orland is keeping members busy. The company also has work on Hwy. 70 in Belden and on Hwy. 162 in Kelly Ridge and Jarbo Gap. **Teichert Construction** is paving Hwy. 70 (McGowan Parkway) in Yuba County and Hwy. 20 (Humphrey Road) in Sutter County. **George Reed** has some work in Wheatland in Yuba County and a \$19.5 million project in Colusa and Yolo counties. **American Civil Constructor** also has work in Yuba County. **DeSilva Gates** has a \$7.8 million job in Butte County south of Gridley Road on Hwy. 99.

Caltrans crews throughout District 60 did a great job keeping the roads clear this past winter. Thanks for all the hard work, so we could travel during the extreme weather we had this year.

As always, we must pursue organizing opportunities in all our districts. We are meeting with non-union employers, local politicians, local governments and other awarding agencies to let them know we are watching to make sure the non-union companies play by the rules. With the lack of private work, public-works projects are what's left. When we attend a pre-bid meeting, it shows our signatories that we are trying to help them

secure the work, and it may discourage a non-union employer from even bidding the work. If the non-union can't cheat, they can't get the job. When you see a non-union company or anything that looks out of place on the jobsite, call the Hall, and let us know. We will check it out. We need your eyes and ears. Timing and opportunity is everything in organizing. When we know about work before it starts, we can check into it.

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

District 60 invites all our members and their families to the District 60 Breakfast Picnic on Saturday, May 14. It starts at 8 a.m. at the Butte County Fairgrounds (Butte Hall), 199 E. Hazel St., Gridley. Adults are \$7; children under 10 are \$2; Retirees are free. Pre-sale tickets are available at the Hall. Come for some home-style cooking and good entertainment for the young and young-at-heart. As always, we'll have some great raffle prizes.

The staff at District 60 looks forward to serving you.



Scotty Hethcoat, Neil Miller and Mike Louderback work at the Knife River plant in Orland.



Operator John Hood works at the Knife River plant.



A Caltrans crew in Marysville includes Ed Custer, John Johnson and Joe Stephens.

Increased workforce at Rossi Mine

Work is slowly getting underway in the Truckee Meadows. **Granite Construction** started a project at Cave Rock and has projects on I-580 (US 395) and the city of Reno sewer rehab. **Q&D Construction** has projects on I-80 near Fernley, on state Route 28 near Crystal Bay and at the Yerington Water Treatment Plant. **Sierra Nevada Construction** has road projects on state Route 278 in Eureka, state Route 339 in Yerington, state Route 447 north of Nixon and state Route 726 (Airport Road) in Fallon. **Road and Highway Builders** is working on I-80 east of Lovelock. **Rees's Enterprises** is crushing on a road project on US 95 near Mina, and **Valentine Surfacing** will be grinding on the project. The Regional Transportation Commission (RTC) advertised some of its scheduled projects; the first one is the Mayberry

Drive rehab. The Nevada Department of Transportation (NDOT) received bids for the design-build project for I-80 through Reno but had not officially announced the winner as of press time. By the time you read this, our office should know who was awarded the contract, and we will let you know next month.

In the eastern region of the state, **Frehner Construction** is working on I-80 at the Ruby Valley Interchange. **Road and Highway Builders** is starting the I-80 project at Pilot Peak and **Rees's Enterprises** will perform the crushing. **N.A. Degerstrom, Inc.** increased its workforce at the Rossi Mine near Carlin and continues work at the Robinson Mine near Ely. **W.W. Clyde** is scheduled to begin work on the transmission line that runs from Ely to Las Vegas. The city of

Elko advertised a project to rehab Idaho Street. The engineers' estimate for the renovation is \$10 million.

We would like to congratulate our members who were elected to the Market and Geographic Area Committee – **Dan Collins, Ken Retherford and Larry Baxter** – and the Grievance/Political Action Committee (PAC) – **Mitch Gallagher, Rodney Friesen II and Fran Lane**.

The Reno staff is currently working on Rock, Sand and Gravel and Concrete Pump agreements. If you have any questions regarding theses contracts, please contact the Reno Hall.

We look forward to seeing everyone at Nevada's Retiree Picnic on Saturday, June 18 at the Lazy 5 Regional Park in Sparks.

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

I-880 freeway improvements should start soon

We had a long winter that created many delays. The recent rain washed out a section of Hwy. 1. Luckily no one was hurt, but it did create some work. (See story on page 4.) The unfortunate damage and devastation of the tsunami was even felt locally, as the Santa Cruz Harbor had about \$20 million worth of damages and called on Local 3 members to do some emergency work. This story was highlighted last month.

Currently bidding are projects like the Calaveras Dam replacement, a \$300 million earth and rock-fill dam to be built immediately downstream of the existing dam. This would be a great job to put operators back to work. Other projects bidding include the \$31 million academic building at California State University, Monterey; the new, \$30 million Hollister City Hall Courthouse; and the \$25 million tactical equipment maintenance center at Fort Hunter Liggett. These are just a few projects in the design-bid stages of development that will hopefully start soon. There are also some small projects going on, such as the \$5 million gas-line replacement for the city of Palo Alto and



Cleveland Wrecking works at the old San Jose medical building.

the \$7.5 million classroom improvements at James Lick High School. Some private work is also starting to develop.

Granite Construction's \$72 million Prunedale Bypass project should have started in April. Foothill De Anza College's \$62 million projects are underway with work performed by **McGuire and Hester, J.J. Albanese and Conco. RGW, Vanguard Construction and Foundation** are working on the Tully Road/Hwy. 101 overpass, as weather allows. The Valley Transportation Authority (VTA) recently awarded a light-rail extension from Alum Rock Station to the Santa

Theresa Bay Point Light Rail to **Gordon N. Ball**. Other projects include asphalt resurfacing and concrete repairs in Los Gatos by **Bay Cities Paving** and underground utilities in Santa Clara by **Mountain Cascade and KJ Woods**. The I-880 freeway improvements by **DeSilva Gates** should start soon.

Cleveland Wrecking finished the demolition of the old San Jose medical building. Members **Jeff Ulrich, Abe Magana, Steve Villareal and Joe Baratti** are thankful to have worked steady hours through this ugly winter.

Finally, **Reed and Graham** is looking forward to producing asphalt again after a long

winter rebuilding the plant and batch facility after a fire destroyed the batch room. Looks like things are starting to turn around for District 90, but it's a long way from the "blow-and-go" days of a few years ago.

Don't forget to attend our District Picnic on Sunday, June 26. It's going to be something new – a day at the ballpark with the San Jose Giants. Tickets are \$7 for adults; Retirees are free. You'll have your choice of a hot dog, hamburger or chicken sandwich along with a side and a beverage. It should be a great day at the ballpark. We look forward to seeing everyone there.



Member Abe Magana.



Member Joe Baratti.

Work to start in Willits

District 10 had its first training/salting class on March 23. The class focuses on the importance of membership involvement and what it takes to become a salt. Salting is necessary in organizing the non-union. There will be follow-up classes, so if you're interested, call the Hall, and get signed up now. If you're from another district and would like to request a class in your home district, call your hall and speak to a district rep., who will coordinate a class with Organizing Director **Bruce Noel**.

We recommend this class to everyone, because it is crucial for members to help create more work opportunities by signing new contractors to a Local 3 agreement. Once the contractor experiences top-notch Local 3 hands and sees the job getting done on time, under budget and with an increased profit

margin, the contractor will hopefully tell others about the experience.

This is a win-win for everyone, so in solidarity, please try and join us.

Some of the work coming to District 10 is in Willits.

Mendocino Construction Inc. was the low bidder on the Railroad Avenue Bridge project, which will provide some much-needed jobs for our members in the Willits area. The project should start on June 15. Crews will remove the existing bridge, drive pile and perform all new construction.

Penhall and **Granite Construction** are working on Hwy. 101 north.

Work safe, and let's hope for a prosperous year.



Penhall and Granite Construction re-profile Hwy. 101 north.

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

Medical complex being built in Elk Grove

Our signatory contractors have been able to win some solid contracts because of their creative bidding.

A revitalized **Granite Construction** was the low bidder on the \$41.5 million Sacramento Railyard track-relocation project and the \$58.6 million I-5 overlay from the San Joaquin County line to Florin Road.

Teichert picked up the \$2 million overlay on I-80 from the Solano County line to 1.4 miles west of the Yolo Causeway. With all of this road work planned,

hopefully some of our members will go back to work at the aggregate plants.

Sukut Construction was the low bidder on the next phase of the Sacramento River East Levee project 3B, worth about \$19 million.

C.C. Myers has a \$2 million project on Hwy. 50 in Sacramento and up the hill from Echo Summit to Meyers with concrete barrier and culvert work.

Infrastructure projects, such as hospitals, have also created some work for our members. In downtown Sacramento, Sutter General Hospital on L Street and Mercy General Hospital on J Street have been underway for awhile.

Catholic Healthcare West, the largest Catholic hospital system in the Western United States and operator of the local Mercy hospitals, purchased 30 acres of land in Elk Grove. The land, located near the intersection of Elk Grove Boulevard and Bruceville Road, is being developed into a medical complex to serve health-care needs in the south area. The first phase of the complex started in February, with **D.A. Wood Construction** from Modesto starting the ground work. **Maxim Crane** came in with a 2250 Manitowoc 300-ton Crawler to set the three-story panels, and **Mid State Steel Erectors Inc.** set all the inside steel.

A reminder for our Retirees: Our annual Retiree Picnic will be held at the Rancho Murieta Training Center (RRTC) on Saturday, June 4. Also in June is our Second Annual Joint District 80 and District 04 Picnic scheduled for Saturday,



From left: Tobin Vannier, Derek Recob, Bryan Camara and Dan McCoy work on the Mercy Hospital complex.

June 25 at the Creekside Country Club Park in Winters from 11:30 a.m. to 4:30 p.m. The menu includes barbecue chicken, tri-tip, hot links, hot dogs, beans, salad and beverages. There will be a bounce house for the kids, and Kelly the Clown will be making her famous balloon characters. Other activities include volleyball, horseshoes and of course a raffle with some great prizes. This year, tickets for adults are \$10; Retirees and children under 12 are free. Get your tickets early at either district hall or through one of the agents in the field. Directions to the event are available at the halls and online at www.oe3.org.



Mid State Steel Erectors works on the Mercy Hospital complex.

Project underway in Chinatown

In San Francisco, **Balfour Beatty** started on the \$187 million excavation and shoring work for the new Transbay Transit Center. The job requires excavating three city blocks to a depth of 60 feet and maintaining operable cross streets on trestles above the excavation. Subcontractor **Malcolm Drilling** will construct the perimeter wall, and **Becho** will construct buttresses to stabilize the adjoining high-risers.

Work on the Bay Bridge self-anchoring section continues with **American Bridge Flour**.

At the federal building at 50 United Nations Plaza, **Hathaway Dinwiddie** will use **Malcolm Drilling**, **Johnson Western Gunite** and **Sheedy Hoist**. In Chinatown, **Plant Construction** is working on the new recreation center with subcontractors **A&B Construction** and **Foundation Constructors**. The job location presents some challenges, including the residential neighborhood, tourists and two passing cable-car lines.

In Marin County, **Ghilotti Bros. Inc.** has a parking lot project at the foot of the Golden Gate Bridge. Operators onsite include **Eric Magoulas**, **Adam Holtzinger**, **Chris Giordano**, **John Bles** and **Michael P. Alten**. At the College of Marin, plans are underway to move the daycare and the new, 43,000-square-foot academic center project forward, which helps pave the way for more Local 3 work in Marin County. **Team Ghilotti** is currently



Ryan Oku and Kevin Alger stage the cap for the single tower of the new Bay Bridge self-anchoring section for American Bridge Flour.

working in Kentfield, **Precision Crane** is in Novato and **Shimmick** is continuing work on the northern end of the Golden Gate Bridge.

In San Mateo County, more than 100 union craftworkers, including more than 15 Operating Engineers, packed the Civic Chambers in support of a Project Labor Agreement (PLA) for \$160 million worth of construction projects in the city's school district. Shift work continues on the San Bruno grade-separation project with **Granite Construction** and subcontractor **So Pac Rail**. At the Bay Division Tunnel for the San Francisco Public Utilities Commission (SFPUC), assembly of the Tunnel Boring Machine (TBM) is underway. **Ranger Pipelines** was awarded a \$32 million contract for the Crystal Springs Pipeline No. 2 replacement.

District 01's annual picnic is on June 12 from noon to 3 p.m. at

Coyote Point picnic areas 1 and 2. Be sure to get tickets for you and the family. Adults are \$12.50; Retirees and kids under 10 are free. The menu includes tri-tip, hot dogs, salad, beer, soda and cake. There will also be a bounce house for the kids. See you there!



Jim Bles checks grade for Ghilotti Bros. Inc.

EUREKA | 1213 Fifth St., Eureka, CA 95501 ▪ (707) 443-7328

Unit 12 members help with tsunami, storm damage

Parts of District 40 are still recovering from the damage caused by the tsunami that hit Japan on March 11. Crescent City's harbor was virtually destroyed. Seventeen boats sank, and 47 boats were damaged. About 20 vessels made it down the coast to find refuge at Eureka's Woodley Island Marina. The disaster created a need, and our construction workers rolled up their sleeves and got the job done.

Many of our Unit 12 members also worked hard during the crisis and the subsequent storms, clearing roads and dealing with landslides. They are the first

ones called when roads are blocked and work long hours to keep us all traveling.

Millions of dollars in destruction caused by the tsunami was followed by steady rain, but work will go on even in these tough times.

Work is starting on more complicated demolition at the Humboldt Bay Power Plant, and several companies, including **Day Zimmerman**, have trained some of our members to prepare for dealing with radioactive material. Though at low levels, all our union companies are taking every precaution to keep workers safe.

After a brief hiatus, **Golden State Bridge** continues work on the Mad River Bridge job, which is slated to be completed by January. It looks like our operators will have it finished on time or ahead of schedule.

Mercer-Fraser kept many of our operators busy these past three months paving in Redding. The company has several paving jobs coming up and is still working at Bear River Rancheria.

We look forward to the summer months and more work on the horizon.



Local 3 members clean up Crescent City's harbor where seventeen boats sank and 47 boats were damaged after the March 11 tsunami.



District 17 welcomes new district rep.

Isemoto Contracting is constructing a new cargo-hold area at the Hilo Airport. Local 3 members on the job include **Jason Kiaha, Francis Ke, Kalani Grace, Sonny Boy Kekealani, Hauoli Hanohano, Carl Mento, Steve Lauro, Jason Egami, Harry Medeiros** and **Kathleen Kuni**.

District 17 welcomes new District Rep. **Pane Meatoga Jr.** Initiated in February 1988, Meatoga was born and raised in Laie, Hawaii. He has worked for **Laie Concrete & Aggregate, Site Engineering, Kiewit Pacific, Precision Electric** and **Ron's Construction**. He worked for the Hawaii Operating

Engineers Industry Stabilization Fund as a fair contracting officer for two years and for the Operating Engineers Joint Apprenticeship Committee (JAC) as a state administrator for 3-½ years.

"I look forward to serving the brothers and sisters in District 17," he said.

Remember: It's an honor to be a member of Local 3, the largest construction union in the United States and Canada. If you have any questions, call Meatoga or Secretary **Carleen Elvenia**.



The Isemoto Contracting crew works at the Hilo Airport.

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

Hwy. 4 draws big machines, big work

The Hwy. 4 widening project in Antioch is moving along well, despite all the rain. Hwy. 4 has always been one of the most difficult and dangerous commutes in the Bay Area. This project is the first of five planned stages to help alleviate the traffic congestion. **O.C. Jones & Sons, Inc.** is the general contractor for this \$65 million project, which will widen Hwy. 4 from four to eight lanes, with three mixed-flow lanes and one High Occupancy Vehicle (HOV) lane in each direction. The HOV lanes will extend from Hwy. 242 to east of the Loveridge Road interchange.

This two-mile project starts at Loveridge Road and goes to about one-fourth mile west of Sommersville Road. **O.C. Jones** has self-performed a lot of the work on this project, moving about 175,000 cubic yards of dirt and building three retaining walls nearly



Members work on the Hwy. 4 widening project in Antioch.

7,800 feet. The company is keeping up to 30 Operating Engineers working with the help of several subcontractors. **Sanco Pipelines** performed the underground storm drains, sanitary sewer and water-system improvements and had up to 20 Operating Engineers onsite. **Shasta Construction** will perform all the demo work at the Loveridge overpass and Centre Boulevard.

The company is also replacing the Loveridge overpass and all the tall retaining walls on this project.

Vanguard Construction is also on this project, using a Gomaco RTP 500. This new machine can extend 24 feet wide and 1 foot deep and is in the middle of pouring 31,000 cubic meters. It's one of the biggest machines in Northern California. Just watching it

work and move is amazing. A new grooving machine follows behind, and it is also quite a sight. **Vanguard** also has its own mobile batch plant onsite.

St. Francis Electric, Pacific Boring and Foundation Construction are the last to round out the subcontractors on this project, which is getting done on time and under budget.

Good news: There are too many jobs to list in District 20. As soon as the weather clears, everyone should be ready to work!

Reminder: The District 20 Picnic is on Saturday, May 21 at Kennedy Grove in El Sobrante. Tickets are \$10 at the gate for all the food, drink and fun you can have.

Apprenticeship Spotlight

Congratulations to Crane Apprentice **Scott Ross** for journeying out in March.



From left: Jose Aguilar, Dominic Lawler and Ricky Aguilar.



Glenn Mikulaco and Steve Leonard work for Sanco Pipelines.



Aaron Serjesse works for Shasta Construction.



Crane Operator Scott Ross.

2011 District Picnic Information



- Eureka District 40: Already occurred
- Stockton District 30: Sunday, May 1
- Yuba City District 60: Saturday, May 14
- Fresno District 50: Sunday, May 15
- Oakland District 20: Saturday, May 21
- Retiree Picnic: Saturday, June 4
- Utah District 12: Saturday, June 11
- Burlingame District 01: Sunday, June 12
- Nevada District 11: Saturday, June 18
- Hawaii District 17 (Hilo): Saturday, June 18
- Redding District 70: Saturday, June 18
- Fairfield District 04: Saturday, June 25
- Sacramento District 80: Saturday, June 25
- Morgan Hill District 90: Sunday, June 26
- Rohnert Park District 10: Sunday, July 24
- Hawaii District 17 (Oahu): Saturday, Sept. 3
- Hawaii District 17 (Kauai): Saturday, Sept. 24
- Hawaii District 17 (Maui): Saturday, Dec. 3

Retiree Picnic Details

Saturday, June 4, 11 a.m. to 3 p.m.
Rancho Murieta Training Center (RMTC),
14738 Cantova Way, Sloughhouse

District 12: Utah Picnic Details

Saturday, June 11, 9 a.m.
Draper City Park (north pavilion), 12450
S. 1300 E., Draper
Menu: Eggs, bacon, ham, hash browns,
waffles, rolls, doughnuts, fruit, juice and
coffee
Cost: Families – \$10; adults – \$5; Retirees
– free
Other: Ticket cost includes raffle tickets
(six per single, 12 per family); additional
raffle tickets for sale

District 01: Burlingame Picnic Details

Sunday, June 12, noon to 3 p.m.
Coyote Point recreation area (eucalyptus
picnic areas 1 and 2), 1701 Coyote Point
Drive, San Mateo
Menu: Tri-tip, salad, hotdogs, cake, soda,
beer and lots more
Cost: Adults – \$12.50; Retirees and
children – free

District 11: Nevada Picnic Details
Saturday, June 18, noon to 3 p.m.
Lazy 5 Regional Park, 7100 Pyramid
Highway, Sparks
Menu: Pulled pork, barbecue chicken,
baked beans, coleslaw, rolls, fresh fruit,
ice cream and refreshments
Cost: Families (2 adults, 2 kids) – \$25;
adults – \$10; Retirees and children under
5 – free
Other: Clown, face-painting and balloons
for the kids; lots of raffle prizes

District 17: Hawaii (Hilo) Picnic Details
Saturday, June 18, 10 a.m. to 3 p.m.
Haili's Tent – Panaewa, 33 Noeau St.,
Hilo
Menu: TBD
Cost: Free

District 70: Redding Picnic Details
Saturday, June 18, 11 a.m. to 2 p.m.
Anderson River Park (barbecue area No.
1), 2800 Rupert Road, Anderson
Menu: Pit-roasted beef cross-rib roast,
green salad, barbecue beans, bread, fruit,
ice cream and beverages
Cost: Adults – \$10; Retirees – \$6;
children 6 to 12 – \$4; children under
6 – free
Other: Raffle, band, dancing and games
for the kids

**District 04 and District 80: Fairfield and
Sacramento Picnic Details**
Saturday, June 25, 11:30 a.m. to 4:30
p.m.; lunch served from noon to 2:30
p.m.
Creskside Country Club Park, 4513
Putah Creek Road, Winters
Menu: Chicken, tri-tip, hot dogs, hot
links, beans and salad
Cost: Adults – \$10; Retirees and children
under 12 – free
Other: Volleyball, horseshoes, bounce
house and other kids' activities

District 90: Morgan Hill Picnic Details
Sunday, June 26, 5 p.m.
Municipal Stadium, 588 East Alma Ave.,
San Jose
Other: San Jose Giants vs. Stockton
Ports baseball game

FIELD PERSPECTIVE: What the members are saying

Why did you decide to serve on
a Local 3 committee?



"Looking out for the
department's interests
– the guys and their
families."

– John Wilson, negotiating committee
member



"It helps the union.
Anytime a member
gets involved, the
union gets stronger."

– Randy White, Grievance/Political Action
Committee (PAC) member



"To be involved in the
[negotiation] process
and represent your
guys."

– John Vaars, negotiating committee
member



"As far as I'm
concerned, if you're
out of the loop, you
don't know what's
going on. I think every
member should attend
their meetings. It's for
their benefit."

– Dustin Fowler, Grievance/PAC member



"I think a lot of
members kind of
become complacent
... and doing service
work is a good way to
get involved, especially
during the hard
times."

– Mark Freitas, Market and Geographic
Area Committee member

DISTRICT MEETINGS

All meetings convene at 7 p.m.

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.

JUNE 2011

- 7th

District 40: Eureka
Best Western Bayshore Inn
3500 Broadway
- 8th

District 70: Redding
Operating Engineers’ Building
20308 Engineers Lane
- 9th

District 60: Marysville
Veterans’ Memorial Center
211 17th St.
- 14th

District 17: Honolulu
Operating Engineers’ Building
1075 Opakapaka St., Kapolei

JULY 2011

No meetings scheduled

Congratulations to the 2011 Political Action and Grievance Committee members

District 01: Burlingame
David Daneluz
Gene A. Pratt
Jeffrey Scott

District 04: Fairfield
Ronald D. Kultti
Frank R. Maxwell
William R. Pursel

District 10: Rohnert Park
Richard Baker Jr.
Alec M. Giddings
Darcy Harlan

District 11: Nevada
Rodney Friesen II
Mitch Gallagher
Francis K. Lane

District 12: Utah
Doug Archibald
Michael Holliday
Gordon D. Purcell

District 17: Hawaii (Honolulu)
James D. Arthur
Trevor K. Hugo
Eugene R. Kia

District 20: Oakland
Jerry Z. Hunt
Roy J. Petrini
Lou Trujillo

District 30: Stockton
Dustin Fowler
Nathan Herbert
Randolph P. White

District 40: Eureka
Michael R. Conway
Kevin C. Reynolds
Frank J. Rojas

District 50: Fresno
Leonard “Jess” Harper
Danny Henry
Robert Moock

District 60: Yuba City
Kevin Schmidt
Randall D. Stage
Joe E. Wurm

District 70: Redding
Greg Plympton
Michael J. Tauscher
David T. Williams

District 80: Sacramento
David Dokes
Brett Dufrey
Tom Sievwright

District 90: Morgan Hill
Jack Beale
Edward F. Estrada III
Larry Watson

Congratulations to the 2011 Market and Geographic Area Committee members

District 01: Burlingame
William J. Hearon
Vince M. Morales
Cameron Robbins

District 04: Fairfield
Nathan A. Inman
Stephen Lewis
Chase Williams

District 10: Rohnert Park
Alan Kaehller
Louis Lovell
Greg Malone

District 11: Reno
Larry Baxter
Daniel Collins
Kenneth Retherford

District 12: Salt Lake City
Jason Archuleta
Justin Pentz
Bartt Ratcliffe

District 20: Oakland
Michael T. Colley
Stephen Lorimor
Jerry Thornburg

District 30: Stockton
John D. Baker
Mark Freitas
Robert Sutliff

District 40: Eureka
Larry Hoerner
John Kvasnicka
Joseph M. McKenzie

District 50: Fresno
Benito Alvarez
Randall R. DeSantiago
John C. Newman Jr.

District 60: Yuba City
Chuck Adamson
Randy Bailey
Robert (Bob) Dietz

District 70: Redding
Chuck Jones
Robert Lake
Martin Mattila

District 80: Sacramento
Barton (Camron) Dean
Ralph Gonzales Jr.
Bruce Lockwood

District 90: Morgan Hill
Steven Bolliger
Joseph Hatchie
Jacob Lopez

Retiree’s donation lives on

Local 3 was important to 60-year member George Azevedo, from the day he joined in May 1950 to the day he died on Dec. 20, 2010.

Though he passed away, Azevedo’s commitment to the union continues, as he graciously left a donation of \$24,930.56 from his estate to the Local 3 Scholarship Foundation. This money will help pay for the education of a child of a Local 3 member.



Azevedo told *Engineers News* before his passing that he felt Local 3

Retiree George Azevedo at his home in Elk Grove shortly before he died.

deserved it, crediting the union and his Pension for keeping his family afloat after he was injured on the job.

“I could not have survived ... if it hadn’t been for the union’s Pension checks,” he said in a June 2010 interview. “The two of us [George and his late wife, Gervis] wouldn’t have survived if it was just Social Security. This has always left me with the feeling that I owe more to Operating Engineers than I do anyone else in the world.”

Just as Azevedo thanked Local 3, we thank him for his selfless and truly thoughtful gift.



TOWN HALL MEETINGS

Please see the schedule below regarding Town Hall Meetings in Nevada and Hawaii, which includes construction and mine meetings for our Nevada members. Topics discussed include calendar items, upcoming work and safety issues.

May 2011

- 4th

District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko
- 11th

District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko

June 2011

- 1st

District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko
- 8th

District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko
- 13th

District 17: Kauai
Town Hall/Retiree Meeting: 6 p.m.
Kauai Beach Resort
4331 Kauai Beach Drive, Lihue
- 15th

District 17: Maui
Meeting: 7 p.m.
Maui Art and Cultural Center
One Cameron Way, Kahului
- 16th

District 17: Kona
Meeting: 7 p.m.
King Kamehameha Kona Beach Hotel
75-5660 Palani Road
- 17th

District 17: Hilo
Meeting: 7 p.m.
Hilo ILWU Hall
100 W. Lanikaula St.

July 2011

- 6th

District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko
- 13th

District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko

Honorary Members

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

Dean E. Ambrose	1615513	District 10: Rohnert Park
David Armstrong	1427795	District 80: Sacramento
John B. Averett	1578607	District 12: Utah
Robert Boyd	1562897	District 20: Oakland
Michael Bruce	2074683	District 30: Stockton
Carlyle Burk	0702229	District 99: Out Of Area
Bruce T. Busch	1634746	District 90: Morgan Hill
Amante Domingo	1634754	District 17: Hawaii
Anselme Francoeur	1446874	District 80: Sacramento
James Johnson	1231334	District 11: Nevada
David N. Jordan	1609992	District 80: Sacramento
Vern Looper	1558161	District 90: Morgan Hill
Peter MacDonald	1175317	District 30: Stockton
Marlyn V. Morey	1196047	District 12: Utah
Newell V. Ohelo	1463523	District 17: Hawaii
Veldon Rodgers	1555748	District 20: Oakland
Byron J. Rowland	1195039	District 99: Out Of Area
Ron Russell	1651747	District 30: Stockton
Manuel Sequeira	1666120	District 30: Stockton
Patrick D. Shanklin	1118365	District 30: Stockton
Earl Lee Shepherd	1392238	District 12: Utah
Albert J. Shropshire	1001704	District 99: Out Of Area
Elmer Van Zee	1296284	District 10: Rohnert Park
Richard L. Volpi	1615540	District 10: Rohnert Park

DEPARTED MEMBERS					
Alawine, Charles Woodburn, OR District 99 02-08-11	Gaspar, Reuben Kealakekua, HI District 17 01-14-11	Pearl, Roland Castro Valley, CA District 20 02-21-11	Stubbs, Francis Midvale, UT District 12 02-11-11	Fimby, Phyllis. Wife of Fimby, Joseph (dec) 01-31-11	
Armstrong, Lawrence Sacramento, CA District 80 02-24-11	Hanks, Bill Atwater, CA District 50 02-17-11	Penello, Vincent Maple Valley, WA District 99 12-22-09	Sweet, Norman Santa Rosa, CA District 10 02-04-11	Gomez, Rick. Son of Gomez, Mario 02-05-11	
Beneake, Fred Burlingame, CA District 01 01-24-11	Hanson, Phillip St. George, UT District 12 02-12-11	Petschauer, Edward Alameda, CA District 20 01-13-11	Tuft, O Noel West Jordan, UT District 12 02-16-11	Hansen, Nancy. Wife of Hansen, Albert 02-27-11	
Bennett, Terrance Grass Valley, CA District 80 12-30-10	Harlan, William Cottonwood, CA District 70 02-03-11	Pye, James Jr. San Francisco, CA District 01 01-20-11	Turner, Robert Lompoc, CA District 99 02-03-11	Herger, Anna. Wife of Herger, Kasper (dec) 01-11-11	
Blake, Roy Anderson, CA District 70 01-22-11	Huffman, Dale Oakley, CA District 20 01-26-11	Ramirez, Gabriel Manteca, CA District 30 02-25-11	Young, Bertus Ogden, UT District 12 02-01-11	Hofman, Wilda. Wife of Hofman, John 02-07-11	
Conley, Roger Oroville, CA District 60 01-27-11	Ickes, Roy Marysville, CA District 60 01-14-11	Rays, Ronald Bay Point, CA District 20 02-01-11	Young, Roy West Valley City, UT District 12 02-16-11	Kawamoto, Margaret. Wife of Kawamoto, Tekeshi 02-28-11	
Dalton, Bill Nevada City, CA District 80 02-19-11	James, Robert Mountain View, AR District 99 12-27-10	Rolfe, Verl Midvale, UT District 12 02-25-11	DECEASED DEPENDENTS		
Dang, James West Valley City, UT District 12 02-25-11	Janisch, Richard Gilroy, CA District 90 02-08-11	Sampson, Donald Auburn, CA District 80 02-22-11			
Darewit, Harold Nevada City, CA District 80 01-26-11	Ohelo, Victor Jr. Honolulu, HI District 17 02-19-11	Sherwin, Alan Sonora, CA District 30 02-10-11	Barnard, Donna. Wife of Barnard, John 02-15-11	Lawson, Vana. Wife of Lawson, Richard 03-07-11	
Delatorre, Ralph Jr. Half Moon Bay, CA District 01 02-10-11	Osorio, Frank Watsonville, CA District 90 01-09-11	Stevenson, Harold Montague, CA District 70 02-02-11	Boyle, Rosa. Wife of Boyle, Charles (dec) 01-29-11	McCool, Barbara. Wife of McCool, Gene (dec) 02-06-11	
Farwell, Grizzly San Jose, CA District 90 02-02-11	Parker, Merle West Sacramento, CA District 80 01-08-11	Storms, Lee Madera, CA District 50 11-03-10	Ching, Margaret. Wife of Ching, Jack 06-24-07	More, Velma. Wife of More, Earl 01-03-11	
			Craig, Nelda. Wife of Craig, Donald (dec) 02-03-11	Thomas, Barbara. Wife of Thomas, Paul (dec) 02-06-11	
			Elliott, Josephine. Wife of Elliott, Jim 02-09-11	Watkins, Sharon. Wife of Watkins, Arden (dec) 03-05-11	

Members respond to health-care changes, Preventive Care Program

The information is out. If you're a California member (active or retired) enrolled in the Comprehensive Medical Plan, you have received a letter in the mail and the information in last month's *Engineers News* about our health-care Plan changes.

There is a lot of information to review. It's not always easy to understand it all, so please call the Trust Fund Office at (800) 251-5014, if you have any questions.

While change can be hard, some active Operating Engineers Health and Welfare members are hopeful that the Preventive Care Program's health-screening benefit (part of the Plan changes) will improve their long-term health. The screening offers almost 20 health tests, ranging from body-fat composition to a cardiovascular fitness test. When all the results are tallied, members receive a one-on-one health consultation and a booklet with their health information.



Eight-year member Michael Gaza looks forward to utilizing the Preventive Care Program benefit.

Eight-year member Michael Gaza thinks the program will be a good incentive for him to get healthier. "It [the program] is a good thing. I want to get more into fitness, and I can do it now that I have more time with less work hours."

When asked what he thought about the new program, member Jose Ocampo said: "I

need to take the time to read about it and see what's going on first."

The 2011 annual Plan deductible (\$500 for single participants; \$1,500 for families) will be reduced by \$200 each for members and their spouses who use the program. While this is a great financial deal, it is also a great way to detect health problems early, before they become more serious (or expensive!).

The following comments were made from a few anonymous members who went through the screening:

"You would never get all of these tests done on your own." – District 80 member

"The doctor really took his time with me when I asked him some questions I had." – District 60 member

"I haven't even heard of some of the tests they did; it was very thorough." – District 20 member

"My numbers weren't as good as I thought they would be, but now I know what they are, and the doctor told me things I can do to get healthier." – District 04 member

"I was pretty impressed. They tell you exactly where you stand." – District 01 member



Jose Ocampo is getting all the information he can about the program before signing up.

You asked, we answered

Once you go through the Preventive Care Program, how is the \$200 deducted?

The \$200 is credited to the participant's deductible as soon as he or she goes through the program, which became effective Jan. 1, 2011.

What if you have already paid your deductible for 2011?

The \$200 credit will be rolled forward for use in 2012.

Can my children also receive the \$200 credit if they participate in the Preventive Care Program?

No. The program is only open to active members and their spouses in the Operating Engineers Health and Welfare Trust Fund.

Other questions participants had dealt with the out-of-pocket limit increase and its relation to the deductible. These terms are confusing.

The deductible is the up-front cost members are responsible for before the 90-10 Plan comes into effect. The out-of-pocket limit is the limited amount you pay each year. Single participants are responsible for paying a \$500 deductible. After this responsibility is met, the Plan pays about 90 percent of covered costs for each doctor visit or other medical treatment (when Contract Providers are used) until the out-of-pocket limit of \$5,000 is met. Therefore, a single participant could pay a maximum cost of \$5,500 during a calendar year. For families, the deductible is \$1,500 and the out-of-pocket limit is \$15,000.

Assuming you have already paid the annual deductible: You go to the doctor (a Contract Provider) and receive services that cost \$100. In line with the new Plan changes, you will be responsible for about \$10 of that bill. For every visit in the future that costs \$100, you will continue to pay \$10 until you reach the new out-of-pocket limit (\$5,000 for individuals; \$15,000 for families). **Once you reach the limit, you will no longer have to pay for covered services, as the Plan will cover nearly 100 percent of the costs.**

Remember: *If you are not sick and do not need treatment, none of these increases will affect you.*

Operating Engineers are often frugal. For instance, the Swap Shop page of the *Engineers News* is one of the most popular sections of the paper, as members are given what some may consider "bargain" prices for used items. While health-care services are certainly not considered secondhand, they can be "shopped around" for with just as much diligence.

Retiree Russell Pierzina understands firsthand the importance of doing this. After injuring his left knee in a motorcycle accident in 1965, he had his kneecap removed in an invasive procedure that caused much pain to him later in life. Eventually, the pain and arthritis that set into his knee could no longer be ignored. For his next knee surgery, he and his wife, Joyce, took their time interviewing doctors and hospitals to find the right fit for the procedure and our health-care Plan. The surgery took only 45 minutes, and Pierzina was out the same day. Several months later, he is happy with the results and pleased with the excellent coverage of our Health and Welfare Plan.

To compare prices for your own medical needs visit www.demo.anthem.com/abcbs/memberdemoacc/index.html.

Stay tuned for more notes from the field about health care.



Joyce and Russell Pierzina shopped around for the best hospital and doctor for Russell's knee surgery.

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 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: 1993 Cat Backhoe, 4X4, four-in-one bucket, extendable hoe, 8,427 hours. \$16,000. Call Tony at (209) 786-2736. Reg# 1144803.

FOR SALE: 1986 Honda 200cc Reflex converted to trials bike. Never used new H.R.C., trials tires, aluminum bars, new paint, new seat, fox shocks. Custom aluminum skid plate, custom exhaust with super trap. \$1,500. (408) 848-6031. Reg# 1117488.

FOR SALE: Custom-built cruiser bicycle. New aluminum wheels, wide tires 24-inch X 3.0, orange with almond scallops, flat track bars, stubby rear fender, new seat. \$450. (408) 848-6031. Reg# 1117488.

FOR SALE: 1984 BMW 531i Burgundy. Excellent body condition and leather seats. Also, like new in the trunk. Five-speed standard shift. Good tires. Good gas mileage. \$5,000 firm. (707) 843-4506. Reg# 1392504.

FOR SALE: 1989 18-foot Sunbird ski boat. Open bough. V6 Chevy engine. King Cobra package. Runs great. Excellent condition. Low hours. \$6,500 OBO. (209) 795-6569 or (209) 404-5083. Reg# 1040650.

FOR SALE: 2005 Harley Softail Deuce. Custom paint. Chrome package. 1,700 miles. \$13,000. Will trade for toy hauler. (530) 889-1081. Reg# 2487022.

FOR SALE: 25-foot Bayliner Saratoga Chevy V8 with Volvo-Penta outdrive. Trim tabs, ship-to-shore power, ship-to-shore radio, depth finder, lighted compass, built-in battery chargers and twin batteries, anchor winch. Has cabin with stove, ice box; table makes into bed. Enclosed bathroom. About 680 hours. Always in covered berth in Clearlake, Calif. Real nice boat. \$7,500 OBO. (707) 838-2612. Reg# 1225979.

FOR SALE: 2000 MB Sport Boss 210 ski boat. Excellent condition. Low hours. Mp3 player system. Skylon and extras, including Zeiman trailer. \$22,000. (530) 320-7705. Reg# 1829140.

FOR SALE: 2001 Byson car hauler. Tilt trailer, 17-foot bed with thick, pressure-treated wood decking. Tear weight: 2,700 pounds. Has tandem axels. \$5,500. Also: 2000 Snugtop camper shell. Fits 2000 or later model Ford pickups. \$300. (530) 320-7705. Reg# 1829140.

FOR SALE: 1973 Chevy cab and chassis. 77,000 original miles. Very, very good condition. Call for details. \$2,000 OBO or trade for car trailer or wood splitter. (530) 827-3142. Reg# 2077229.

FOR SALE: Lincoln power luber. Professional, 14.4-volt, rechargeable grease gun. Complete. Near new condition. \$200. (530) 827-3142. Reg# 2077229.

FOR SALE: Rare rifle: Remington model "B" 722 in 257 Roberts caliber in excellent condition with dies and brass. \$825 OBO. Will shoot ¼ inch. (208) 734-5540. Reg# 1121987.

FOR SALE: More than 150 copies of True West, Frontier Times, Old West and Bad Man. magazines from 1962 to 1978. Good condition; some new. \$1 each. Also: Hollywood Machine shop metallic cartridge reloading press; all steel. Will take standard shell holders. Like new. \$100 and freight. (208) 734-5540. Reg# 1121987.

FOR SALE: 1988 Prowler Lynx 24-foot 5th wheel. Clean inside and out. \$3,000. Also: 1981 1100 Goldwing Honda motorcycle. New tires; recent tune-up. \$1,000. Also: 1966 Horizon 15-foot VHaul ski boat. 85 hp. Johnson outboard with trailer included. \$1,000. (530) 288-1102. Reg# 2707216.

FOR SALE: Hyd. hose press Imperial Eastman Kwik Krimp #2 with elect hyd. power pak

all skivs and dies ½ to 2 inch elect cutoff saw and elect power head for screw together fittings. \$2,500 for all. (559) 269-2513. Reg# 1136255.

FOR SALE: 2003 30-foot Wellcraft Martinique boat with 2007 Nextrial trailer. Clean. Excellent condition. 2X10 swim deck. White with black canvas enclosures. Large salon, wraparound lounge, portside lounge seats eight. Walk-through windshield. 310 hours on twin 5.0 Mercruiser MPI motors (305 Chev) and Bravo 3 drives. 5,000-watt generator, GPS, marine radio, two showers, wet bar, lots more. \$59,995. Call Ken at (559) 960-4966. Reg# 2149218.

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

FOR SALE: 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 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: 15 treed acres on a knoll, easy access, utilities close by, five minutes to Priest River, Idaho. \$115,000. (208) 255-6933. Reg# 2004942.

WANTED: Horse-drawn farm equipment. Also looking for Winchester mod. 92s, 53s and Model 65. (775) 754-6232. Reg# 2559905.

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: Excellent condition yellow 1978 Honda Trail 90. 369 original miles, dual gas tanks, chrome rack. \$2,500. Also: Antique model

6, 1930-1940 Gilbert & Barker visible self-measuring gas pump. Needs work. \$1,200 OBO. (916) 687-6626. Reg# 2434282.

FOR SALE: LV 80 2005 New Holland skip loader Tractor Full, loaded, closed, cab, air conditioner, 4-in-1 bucket, two hydraulic tilt scraper and rippers, new tires, ready to work. \$22,000 OBO. (209) 601-8053. Reg# 2428085.

FOR SALE: On beautiful Oregon coast, six miles from California border, in quiet neighborhood: Two-story, 12-room home ideal for extended family. 5 bed/2 bath, two living rooms, two family rooms, two kitchens, jetted Jacuzzi tub, two woodstoves plus electric heat. Tile, laminate, carpet flooring. Electric chairlift for stairs. Two-car garage. Greenhouse. About ¾ acre blueberries, fig trees. New 40-year roof. \$559,000. (541) 469-3352. Reg# 1158894.

FOR SALE: A classic beauty just in time for summer; fun in water: 1958 Chris Craft wooden boat 18 feet long. Ford 292 V8 engine. 125 HP. \$9,800 OBO. (916) 687-6198. Reg# 2396395.

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

FOR SALE: Practically new 35-foot Gooseneck flatbed trailer. Includes 7,000 watt generator. Dovetail, winch, dually on each side, hauled up to 37,000 pounds, 2 heavy-duty Dexter axles. \$13,000. Contact Vic at (530) 923-4878. Reg# 1276105.

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

FOR SALE: New backhoe tires. Two Goodyear front tires 10 ply, size 12.5/80-18: \$550 pair. Two Firestone rear tires 10 ply, size 19.51-24, \$500 each. (209) 786-2736. Reg# 1144803.

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: 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: 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: 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: 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.

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

FOR SALE: 1989 Yamaha BigBear 4X4 ATV 350cc. Runs good. Need carb rebuilt. \$2,500 (408) 857-3145 or bjalex510@comcast.net. Reg# 2571285.

A big job on many levels

Becoming energy efficient is a big deal, so it only makes sense that when the California Department of General Services' printing plant made the move in late March, the job required one of the biggest hydraulic cranes on the West Coast.

Maxim Crane's Liebherr 1400 500-ton hydraulic crane was used to hoist evaporative-cooling units onto the roof of the Sacramento plant. These new energy-efficient units are designed to use water evaporation instead of a more costly refrigeration system.



Justin Bozzo and Crane Operator Matt Dunlap use a 90-ton Linkbelt to unload a section of the Liebherr's jib.



From left: Tobin Vannier, Dave Ahart and Scott Miller help set up the jib.

Mike Dickson hoists a 30,000-pound cooling unit over power lines with 161 feet of luffing jib.