Economy takes a turn for the better

Operators move 5 million yards of dirt for subdivision
What stories will you tell?

It is with great pleasure that we honor our Retirees in this month’s edition, since their picnic was held in early June. Despite unusually chilly temperatures and steady downpours, some of the union’s oldest and finest braved the conditions to make it out in the mud and muck for the popular event at the Rancho Murieta Training Center (RMTC). We honored nearly 40 members that day with 50-year clocks (see their photo on page 26), but more importantly, we honored every Retiree for all they’ve given to make Local 3 the great union it is.

Today, however, times are still tough for unions across the nation. This weather hasn’t helped (although it has created some work for our Unit 12 cleanup crews; see page 19 for details), but I’m confident summer weather will soon arrive, and with it, the work we need.

Solid jobs, such as a huge subdivision in Dublin (see pages 15-17), are ongoing or set to start. Our Oakland, Fairfield and Burlingame districts are getting the majority of work right now with Hetch Hetchy, the Transbay Terminal, power plants and windmills totaling billions of dollars worth of work. Stay tuned for more coverage of those big-dollar jobs and check out your district’s report on pages 19-25.

Our halls are also gearing up for the life of a three-year contract with Peterson (stay tuned for more on our long-running history with this signatory). Still, times remain hard, as a recent jobs report posted another surprising increase in unemployment during the month of May. With these tough times, employers can sometimes get a little “creative” with their payments, so I want to advise the membership to pay close attention to your paychecks, especially your vacation pay, because a missed payment here and there (sometimes undetected) can add up to millions of dollars lost in the long run. We have a very diligent watchdog, David Hayner, in our Collections Department, but we also need your input when something doesn’t add up.

This also applies to our work out on the jobsite. It’s something worth mentioning more than once that your iron is your iron, so keep it that way. Don’t sit by and watch another craft operate our equipment – that’s money lost that we don’t get back and jobs your OE3 brothers and sisters lose. Right now, no one can afford those losses. Please be vigilant and call your district office and speak with a business agent when you see other crafts running our equipment. It’s the agents’ job to make sure other crafts aren’t taking our work. But they need your help – they need you to be that extra set of eyes out there protecting our work.

Speaking of losses, we held a moment of silence at the Retiree Picnic for the brothers and sisters of this union who have passed on. When Local 3 members leave us, they take with them incredible stories of historic projects they worked on, funny pranks they may have participated in and friendships forged over long lifetimes. I want to remind you younger operators to take the time to talk to Retirees whenever you can. The stories they share may one day be your own.
Who is controlling your iron?

The work picture is on the upswing, as more members are getting dispatched and starting to put in some decent hours. At the time of this writing, the second-quarter round of district meetings is just about over, and it has been good to see the members. Many of you had some important input on our Health and Welfare Fund and Pension investments.

Our Retiree Meetings also had great turnouts, and of course, it is always nice to see our Retirees at the Retiree Picnic, especially those who are recognized for 50 years of service (see page 26 for this year’s honorees). Our Retirees always have something good to say, and we officers have all the respect in the world for you. Thanks for all you did and continue to do. It is because of you that we have a union – one that offers incredible work protection and benefits, including the Health and Welfare and Pension our Trust Funds provide. While we only had 24.8 million hours reported into our Pension last year, these funds are getting more stable.

I would like all the superintendents, forepersons and any crew leaders to take the following information to heart: If we operated our covered work every hour, we would be well above the 25 million-hour mark. If you are on a jobsite, and you have any kind of authority, make sure that Operating Engineers control the iron. Every time you put a non-member on our equipment, you are stealing from yourself and every other operator. Your actions may be innocent enough. For example, let’s say you have a fergy, skippy or bobcat, and you tell a non-member to take the skippy and a bucket of base rock and bring the sidewalk up a couple of tenths. It’ll be a quick 15 minutes. Easy! Then the water-truck operator puts too much water on the ground, and the street gets muddy. So the non-member takes the fergy and cleans up the street. Eventually, 15 minutes turns into two hours – that’s two hours that won’t go into the Trust Funds.

I know it might sound ridiculous, but add up all those “two hours” over a year, and it has a huge impact. I also know that you are under the gun to get your job done under budget. But always remember this: You’re a hero today if all goes well on the jobsite, but the first time things don’t go well, you have to stand in front of the boss and explain how things went wrong. And with a non-union member operating our equipment, the chances of things going wrong are great. You are also held responsible by your union as to why a non-union operator is on our iron. Don’t sell yourself or your union out. Think it through.

If you do see non-members running our equipment, it’s OK to be aggressive with them. I’m not condoning physical confrontation, but let’s go about things proactively. If you are uncomfortable doing that, call your business agent. Every craft is scratching and clawing to get every hour they can, however they can. And all folks in the trades want to be Operating Engineers, but only some of us have actually earned that privilege. Let’s protect it for ourselves and future Operating Engineers, like the Retirees did for us.

If you are getting back to work after being off awhile, take a little time and stretch those muscles. It won’t take you long to get in shape again and get your operating skills back. Be safe, and see you on the jobsite and at the next round of district meetings.
**CELL-PHONE USE INS AND OUTS**

More than 1,000 tickets were given in the Bay Area and Santa Cruz and San Benito counties in just two days during an early summer crackdown on cell-phone use while driving. Yet, the debate continues nationally as to whether cell-phone laws are necessary. In many states, the law can be confusing. For instance, in California, it is legal to read, select or enter a telephone number from a hand-held phone, but effective this month, it will be illegal to use a wireless phone with a push-to-talk feature as a two-way radio. Some states, such as Nevada, don’t have cell-phone laws at all (though current legislation is pushing for them), whereas in Utah, it is only illegal to text. Hawaii, like California, has laws against talking and texting while driving.

Since July is national cell-phone courtesy month, we thought it “courteous” to break down some of the cell-phone-law intricacies across Local 3’s four-state jurisdiction, while sprinkling in a little etiquette too.

California: It is legal to use a hand-held phone while driving in a private parking lot, but not at a school, Department of Motor Vehicle (DMV) facility or other parking lot on public property.

Hawaii: House Bill (HB) 1158 is pending legislation that will restrict drivers under the age of 18 with provisional licenses from various forms of distracted driving, including eating food, grooming and reaching for objects.

Nevada: Assembly Bill (AB) 151 is pending legislation that calls for a prison term of one to six years with fines ranging from $2,000 to $5,000 if a death or “substantial bodily harm” results from violation of pending cell-phone laws.

Utah: “Careless driving,” which can be defined as committing a moving violation while distracted, carries additional penalties if cell-phone use is the cause of the distraction.

*Source: www.handsfreeinfo.com*

**Cell-phone etiquette anyone?**

There are manners and not-so-mannerly behaviors regarding cell-phone use. Do you know how to behave with yours? See the quiz questions (and answers) below.

1. You’re in a meeting, and your phone rings. You:
   a. Don’t worry about it ringing; you have already set your phone on silent.
   b. Take the call. It is more important than the meeting you are in.
   c. Remove yourself from the meeting to take the call. You already alerted your colleagues that you are expecting a call.

   Answer: a.

2. You are out to dinner with friends at a restaurant, and your phone rings. You:
   a. Apologize and let the call go to voicemail. Then turn off the ringer.
   b. Step outside to take the call. You already told your friends that you are expecting a call.
   c. Take the call at the table.

   Answer: b.

You don’t know what you have until it’s gone

At the time of this writing, we just finished the second-quarter round of district meetings for our actives and Retirees. While I enjoy seeing all our members, I especially enjoy sitting with the Retirees, talking about past jobs and seeing a lot of the operators I used to work with now enjoying retirement. It’s also nice to hear the Retirees’ perspectives on what they now have because of Local 3 and how important it is to fight for our Pension and pensioned health care.

It’s easy to focus on what you make today when you are younger, because we all know that it takes every dime you can get your hands on when you are raising a family, but we can’t forget about the future and what we’ll have when we can’t work any longer. It is good to hear how our benefits make life so much easier later on. Retirement is better for us than for a lot of people in other occupations.

It’s even more important in these times when employers are coming to the table wanting to do away with benefits, such as Pension and, especially, pensioned health care. In their minds, they don’t want to pay for employees who no longer work for them. But we know, especially after talking to our Retirees, that these things are important and we must fight for them. We are not willing to give them up. Having these benefits is one of the many reasons Retirees tell me over and over why they are so proud to be in Local 3. A lot of members don’t realize that we are able to get and keep these benefits because, and only because, we are Local 3 — the biggest construction union in the United States.

We see it all the time — smaller locals losing their benefits or having to merge together just to survive. Recently, we have had members talk about breaking away from Local 3 and being part of their own local. I would advise them to talk to the Retirees and ask them what life would be like without a Pension and without pensioned health care, which is a reality with smaller locals. Unfortunately, some members have forgotten or taken for granted the benefits of being part of this big local. And for some, it is like the old saying: “You don’t know what you have until it’s gone.”

By the time you read this, the Retiree Picnic will be over (check out our coverage of the event on pages 12 and 13), and I want to apologize to the Retirees. This year’s picnic was the first one I have missed since coming on staff, and it was not intentional. I promised my family I would take a vacation with them when my son graduated from college this year. My wife and I looked at my calendar eight months out and showed me that there was nothing on the calendar for the first week in June, so we booked flights, but awhile later, our calendar was updated with the Retiree Picnic on June 4. By then, it was too late to change everything. I truly apologize. I know a lot of you may not have even noticed I wasn’t there, but it’s an event I have never missed. Again, I apologize. It won’t happen again. I hope everyone who attended had a great time, and I hope to see you at the next one.
**Report & Review**  
By Carl Goff, vice president

**Pomp and Circumstance**

For many families, Local 3 is a tradition, as generation after generation joins Operating Engineers. For others, construction isn’t their calling, but that’s OK. Local 3 supports higher education of any kind. In fact, every year since 1965, the Local 3 Scholarship Foundation has awarded children of Operating Engineers with scholarships to help pay for college – just another benefit of belonging to the union. This year’s first- and second-place Academic Scholarship winners can be found on page 27, and the names of the 22 Merit Scholarship winners, which will be randomly drawn at an Executive Board Meeting this month, will be announced in an upcoming *Engineers News*.

Local 3 really is a family, and we’re proud of all the children, grandchildren, etc. of our members. With graduation season upon us once again, I’ve had several members share stories with me about their graduates. Here’s a few:

**District 01** member Clarence “Kimo” Sloan and his wife, Pamela, are proud of their daughter, Jesse, who graduated in May with a bachelor of arts degree in spoken communication and another in biblical studies from The Master’s College in Santa Clarita, Calif.

District 80 member Thomas Hierholzer is proud of his two sons, Brandon and Forrest. Brandon, who just completed his second year of junior college, received an All-American Award for track and field after ranking No. 3 statewide in the sport of pole vaulting. He was previously ranked No. 1 in Northern California with a 16-foot-4¾-inch jump and will attend the University of South Dakota. Forrest received an MVP award from El Dorado High School and will follow his brother’s footsteps by pole vaulting for American River College in the fall.

Several apprentices from District 12 also earned scholarships recently. For more on them, please read Utah’s District Report on page 22.

I want to congratulate all the graduates and scholarship winners this year and wish them luck in the future. I also want to report that the Scholarship Fund has exceeded the $1 million mark, and by next year, the Scholarship Board hopes to increase the amount of money awarded and the amount of scholarships given to children of Operating Engineers. It was former Rec. Corres. Secretary Rob Wise’s wish to see the fund exceed this milestone (he was its secretary), and I know he will be pleased with this news.

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

**Apply for both Medicare Part A, Part B**

Each month, the Associated Third Party Administrators (ATPA) gets several calls from members who have discovered an unwelcome medical charge, because they failed to apply for Medicare Part B. Sometimes these charges result in appeals, which are usually denied pursuant to the Plan rules.

It is important to apply for both Medicare Part A and Part B when you become eligible at age 65 or due to a disability. The Pensioned Operating Engineers Health and Welfare Plan requires enrollment. If Medicare Part B is declined, the Plan will estimate what Medicare would have paid and make that amount the participant’s responsibility.

For example, for a $100 charge, the Fund would estimate that Medicare paid 80 percent, or $80. The Plan would then pay 80 percent of the remaining $20, or $16. So out of every $100, the Fund would pay $16, and the member would owe $84.

Business Manager Russ Burns, the officers and Trustees constantly strive to maximize health-care benefits and minimize costs. Don’t let this opportunity pass you by.

*Jesse Anne Sloan graduated from The Master’s College in May.*

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**FIELD PERSPECTIVE:**

What the members are saying

- “I agree with them. People need to focus on driving. Texting laws are more important, since it’s worse – people always looking down.”  
  – Troy Reese, fourth-step apprentice

- “I definitely think it is a good law.”  
  – Shawn Freitag, 12-year member

- “Agree with the texting, but on the jobsite, we should be able to use the phone as long as it is not in excess.”  
  – Rick Jones, 22-year member

- “They are good – too much traffic out there to have your mind somewhere else.”  
  – Greg Trapp, 27-year member

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“*What do you think about cell-phone laws for drivers?*”  

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Caltrans held its 21st Annual Workers’ Memorial on April 28 at the California state Capitol in honor of the highway maintenance workers who lost their lives while working on state highways. Since 1924, 175 Caltrans highway workers have been killed on the job, the ultimate sacrifice.

This year, a commemorative cone was added in honor of Gary Wayne Smith, an Operating Engineer Unit 12 member who was killed by a suspected drunk driver while he performed traffic control at the scene of a fatal accident on Hwy. 99, north of Chico.

I watched the faces of the many people who attended the memorial, and I saw their sadness about this somber but important event that not only memorializes but also heals. It helps families, co-workers and friends of the departed highway workers get closure and come in contact with other families who have lost loved ones.

On a national average, nearly two work-zone fatalities occur every day. In addition, an average of 84 work-zone injuries happen daily. Highway construction is one of the most dangerous occupations in the United States. The risk of death is seven times higher for highway workers than for an average worker.

To combat these fatalities, Caltrans launched a public-awareness campaign, “Slow for the Cone Zone,” in 1999. Since then, California work-zone fatalities have declined 58.9 percent, compared to 18.3 percent nationally. Most work-zone fatalities are caused by rear-end collisions, driver distractions and aggressive driving.

A reminder to all who drive the highways every day: Use your hands-free cell phones, don’t text and don’t get in a rush. (Enjoy the ride; chill out!) The life saved may be your own. Happy motoring, and move over—it’s the law.

State Unit 12 International Union of Operating Engineers (IUOE) Director Tim Neep said to the crowd gathered at the Workers’ Memorial: “The Operating Engineers continue to work with legislators and legislative analysts, such as Tim Cremins, to pass new laws to protect Caltrans workers.”

By Gary Rocha, business representative

No more cones

For Marysville Unit 12 Caltrans Tree Crew members Trevor Evans, Joe Stephens and Richard Schwegerl, all avid motorcyclists, there was no question that they would participate in the Highway Workers’ Memorial Motorcycle Run held in April. The ride began in Southern California on Monday, April 25 with riders from 12 Caltrans districts and ended on Thursday, April 28 at the state Capitol for the Caltrans Workers’ Memorial. According to Evans, more than 90 motorcyclists participated in the ride, which will continue every year.

Unit 12 members Tony Romero and Eddie Long also attended.

The ride raised money to help the families of fallen Caltrans brothers and sisters and was mentioned during the memorial ceremony.

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Looking at Labor
By Pete Figueiredo, treasurer

This month, I will continue my discussion on how the labor-management relationship has evolved to its present state.

The Taft-Hartley Act of 1947 was designed to amend much of the National Labor Relations Act (NLRA) of 1935 (aka the Wagner Act). The Wagner Act passed after centuries of labor abuse and was intended to cure the ills of the time. Shortly after its passage, labor began to use the new laws to organize, and unions began to grow in size, strength and power.

As labor grew stronger, capitalists were opposed by a force they had not faced up to that time. Therefore, capitalists worked diligently to pass the Taft-Hartley Act and later, the Landrum-Griffin Act, to intentionally weaken labor’s influence.

The Taft-Hartley Act was the first major revision to the Wagner Act, and despite resistance from labor leaders and a veto from President Harry S. Truman, the Taft-Hartley Act passed on June 23, 1947.

The Taft-Hartley Act limits labor's power by doing the following:
- It allows the president to appoint a board of inquiry to investigate union disputes when a strike could endanger national health or safety and obtain an 80-day injunction to stop the continuation of a strike.
- It declares all closed shops illegal.
- It permits union shops only after a majority of the employees vote for them.
- It forbids jurisdictional strikes and secondary boycotts.
- It forbids unions from contributing to political campaigns.

In the first year after the Taft-Hartley Act passed, the number of union victories in elections conducted by the National Labor Relations Board (NLRB) declined by 10 percent.

The Taft-Hartley Act was also the spawning ground for what we now know as the “two-gate” system, which often limits the effectiveness of picketing.

Although many people tried to repeal the act, it stayed in effect until 1959, when the Landrum-Griffin Act amended some of its features. The Landrum-Griffin Act mainly focused on regulating unions and their internal affairs, thereby promoting individualism and dissension in the ranks. Much of the time-consuming paperwork of unions today is attributable to the Taft-Hartley and Landrum-Griffin acts, which require unions to spend large amounts of time and resources on reporting and record-keeping, diverting the unions’ focus of representing working men and women and advocating to improve members’ wages, working conditions and ultimately, their quality of life. No other business, agency or entity, public or private, is held to the same standards.

The Taft-Hartley and Landrum-Griffin acts have been the tools of corporate America to reduce rights to words rather than substance.

I will discuss more on this next month.

Damage controlled
Operators complete emergency-repair work on canal

When a landslide caused the Bear River Canal outside Auburn, Calif. to fail April 19, cutting water service to at least 50,000 customers and creating a muddy, dangerous mess, Operating Engineers came to the rescue.

Members working for Syblon Reid were under a lot of pressure to repair the canal at two major locations as quickly as possible. At one site, they had to seal the canal with concrete, provide a temporary bypass to divert the water flow until the canal could hold water again and reconstruct a reinforced flume so water could return to its normal flow pattern. At the other site, operators installed 36 sheer pins, 3 feet in diameter, 38 feet deep, as well as tie-back anchors and shotcrete lagging, and constructed a bridge capable of transporting a 140,000-pound drill, a crane and a concrete pump to the slide area. The company pumped in more than 2,000 yards of concrete for the entire project, which was supplied by R.J. Miles, a union concrete supplier based in Colfax and Grass Valley.

Throughout the job, operators had to work in confined areas and at steep elevations with a lot of equipment. Nonetheless, with the help of subcontractors like American Crane and R.E.Y. Engineers, Inc., the work was completed successfully in just a few months. With the Federal Energy Regulatory Commission’s (FERC’s) permission, water has resumed its regular course through the renovated canal, moving once again at 450 cubic feet per second. Operators will make final repairs through August.
Do you know the way to San Jose?

The last time I was in San Jose (located in the south end of the Bay), I did not recognize the place. It looked a lot like Wisconsin.

As we see in most municipalities, San Jose reported a budget deficit of $115 million. Not surprisingly, Mayor Chuck Reed said that the deficit is due to “spiring pension costs.” In his May 13 memorandum to the San Jose City Council, Reed stated: “The dramatic impacts of the budget shortfall on our community demonstrates why we have to gain control over skyrocketing retirement costs.”

The Mercury News reported that Reed declared “a fiscal emergency.” The same article further stated that “the move underscores the two-term mayor’s frustration with union resistance to pension changes for current and future employees – changes he says are needed to stabilize city finances as the city prepares to lay-off cops, firefighters and hundreds of other workers to close a 10th straight budget deficit.”

San Jose City Manager Debra Figone recently stated that the proposed cuts “maintain the sound financial discipline” of the past nine years. I don’t know about you, but I think I would be looking for someone who knew the difference between a “10-year budget deficit” and “sound financial discipline.”

What no one is talking about is the rest of the budget. The deficit is not due to pension costs alone. Over the past 10 years, many concerns have been voiced regarding financial management. Those concerns are not being voiced now because of the political expediency of blaming public employees. Why were there budget deficits when the economy was booming?

In going back to Reed’s statement regarding his frustration with unions over resistance to pension changes for current and future employees, one only has to read the law regarding pension changes, especially for current employees. Numerous cases speak to this issue and the challenges Reed would face if he tried to proceed in making these changes. Reed is also recommending numerous changes to the city charter through the ballot process, thus allowing the City Council to enact these changes. The concern is that these changes appear to circumvent the collective bargaining rights of the employees as defined in the Meyers-Millas-Brown Act. See why this is all closely resembling Wisconsin?

In the middle of all this, the unions and the city have been at the bargaining table in an effort to come to an agreement over successor contracts. There is nothing harder than trying to negotiate a contract when the employer is facing budget deficits.

Yet, ask yourself: What would it feel like to have your salary cut by 10 percent, your pension contribution increased by 6 percent and your medical-benefit contribution increased by 15 percent? I am not saying that these and other requested concessions are not necessary. I am saying that when confronted with the prospect of having your take-home salary reduced from between $500 to $850 or more a month, I can understand why unions are resistant. The employees are also frustrated, a fact that is not considered by the mayor and City Council. Employees are being characterized as the villains, which is not the case.

The negotiation process for Operating Engineers has not been the same for several months. After 14 meetings, the city and the OE3 negotiating teams requested a state mediator, as both parties were still a long way from an agreement. After a day and a half, the parties reached a mediated settlement that contained concessions, but it was better than having the city’s original offer imposed.

Coming to this agreement took a lot of soul-searching on behalf of the negotiating team and Business Rep. Bill Pope. It is not easy to go back to the membership and your peers and present a contract that has concessions in it. Considering what was initially on the table, we should all commend this team for a job well done. Contrary to what has been reported in the papers, all the unions that represent San Jose employees have stepped up and attempted to reach agreement with the city in these trying times. Some have had success, while others still struggle for a solution.

Smoke and mirrors

By Fred Klingel, business representative

“Smoke Gets in Your Eyes” and “Liar, Liar” are songs from better times, but now they best describe what is going on in the public-employment arena.

Having gone through several contract negotiations in the last six months and currently negotiating several more, it is apparent to me how disheartened the members are. There is a tremendous amount of fear about losing jobs, a lifestyle and peace of mind. Members wonder if they will be laid-off or have to pay more out-of-pocket costs for medical, retirement or other benefits to the point where not much is left to cover basic necessities. Let’s face it: The majority of public employees (at least the ones I represent) don’t live as lavishly as politicians, city managers, department heads and others constantly wanting to take from them. So why do these folks want to take and take? So they can spend and spend.

We keep hearing talk about the huge shortages of funds within the city, county and state coffers, and as long as there is smoke and mirrors, these discussions will continue.

As long as we have fear, we will give in to unreasonable demands. I have seen colorful charts and spreadsheets with numbers strategically placed to illustrate shortages. I also see million-dollar funds that are said to be untouchable. Where did these funds come from, and why can’t they be used to cover those so-called deficits? There is always some excuse or story as to why these monies are not available.

But how is this money generated? Well, there are taxes, taxes and more taxes – some from property and sales; some from vehicle-license fees, gas taxes, personal property taxes and on and on. Then there is interest from loans, investments, sales of bonds, etc. There are special funds and enterprise funds. Some government entities have hundreds of funds, depending on the size of the entity, most of which are self-sustaining. There are also pages and pages of high-value real estate owned by municipalities.

On the other hand, there are expenses and expenditures with the largest being the cost of a workforce to do the jobs demanded, the core services provided by all municipalities. There are costs associated with daily activities other than pay and benefits. However, what I really have a tough time with is when revenue exceeds expenditures by millions, yet a municipality still yells poor mouth.

Couple all that with the reality of the bottom line during negotiations, and I find it really disingenuous to play on the fears of employees. I believe we would all be better off if we could play with a straight deck of cards to get municipal budgets in order. The financial policies and accounting processes of municipalities are the real problems (all smoke and mirrors) – not the pay and benefits of those who work to provide a service.
Blame it on the union

By Rick Davis, business representative

I wish I had a dollar for every time a county, city, Community Service District (CSD) or special district told their employees (members) that when something is screwed up, call the union – it’s the union’s fault. Yet, when something positive happens, of course it is the county, city, CSD or special district that was responsible. The union had nothing to do with it. What really bothers me about this ongoing dialogue is that the members actually believe it.

During the negotiation process, the members very rarely believe anything said by their employer. But more often than not, when the county, city, CSD or special district tells an employee something utterly ridiculous outside of negotiations, it’s pure gospel. Yet, when the union tells the membership something, they give little credibility to it; go figure. I have been representing members for 13 years, and it has always been this way. Members believe administrators but are suspicious of union representatives. I guess I should just concede and accept it as part of the job. Nonetheless, believe me: The union wants the members to have health insurance. We want you to get merit increases and longevity bumps when due. We do not disagree with and will not stop an entity from performing a re-classification on a member, so the member can make more money. We do not side with the administration to investigate a member for a discrimination/harassment complaint, and when you have been working out of classification, we believe that you should be compensated for the time you worked out of classification. Last but not least, if we can get you more money in your pocket and improve your benefits, that is what we strive to do.

I do not know how else to tell you – the union is there for you and works on your behalf. Do we make mistakes? Yes. Are we always right? No. Do we do the best we can with what we have to work with? Damn right. The county, city, CSD or special district that you work for, will, for the most part, try to get away with what they can and blame the union for anything that goes wrong. The county, city, CSD or special district does everything possible to make themselves look good. But more importantly, they want to make the union look bad (irresponsible, incompetent, etc.). I deal with this more often than you realize. Just because you are told something by Human Resources, Risk Management, the auditor's office or the Chief Acting Officer’s (CAO’s) office, doesn’t make it fact. Do your homework, and check the information.

It has been tough the last four years. Unions have been fighting just to keep their heads above water and represent their members the best way possible. I wish I could say it is going to be better this year, but it isn’t, and I’m not optimistic about next year either. Maybe California will finally put together a real budget, money will start to flow into public entities and politicians will tell the truth, but I doubt it.

CEMA Spotlight

This month, we spotlight the County Employees’ Management Association (CEMA) Bargaining Committee, which works tirelessly on behalf of all CEMA members. CEMA is an association of managers, administrators and supervisors employed by Santa Clara County and the Santa Clara County Superior Court. CEMA is fully affiliated with Operating Engineers Local 3.

We thank this committee for all its hard work. Stay tuned for more spots.

Remember who was there for us

By Mike Minton, business representative

There have been some changes within the District 60 Public Employee Division, and unfortunately, none of them have been good. I have been in negotiations with almost every bargaining unit I have, and they aren’t going well.

Take for instance the current negotiations with the city of Ukiah’s Miscellaneous Unit. These negotiations have gone from the city manager wanting to keep the issues to just health insurance with no increases, providing the best insurance for the most people, to maybe maintaining the status quo for the remainder of the fiscal year, to increasing costs for everyone in the coming year. This shift comes with a 10 percent reduction in salary through furloughs. If these were the only changes, the Miscellaneous Unit was prepared to accept them if every other bargaining unit and the city took the same cut. But the city manager isn’t sure who is going to be hit and how hard. The city manager’s salary also increased from about $179,000 a year to $241,000. How will I explain that to the members, and why would they want to settle for a 10 percent cut?

In Lake County, we are entering negotiations with the Lake County Employees’ Association (LCEA), and we are not sure what will happen. If history holds true, it will be long and painful. The county has advised us that it may be asking for some concessions regarding Retiree health care and employee-paid Pension contributions, which we expected. Stay tuned.

The Marysville Joint Unified School District (along with all school districts within the state) is in deep trouble. Thanks to the inability of our political leaders to fix the problems within our school districts by providing them with budgets that allow our children to get an education and succeed, they are taking everything away from the school districts and expecting teachers to give their students a decent education with absolutely no resources. How is that possible? How in good conscience can our leaders spend an average of 86,000 per student per year for education but spend roughly 854,000 per inmate per year? This makes no sense. Why not spend the money to educate the children properly? This might keep them out of prison and save the taxpayers an incredible amount of money.

Things aren’t expected to get better anytime soon. We need to stick together and support our union and our bargaining units, as they are doing everything in their power to stop, or at the very least slow down, the spiral that California is in. The politicians don’t seem to care about the public employees as evidenced by their attitudes and behaviors toward us. We need to stay educated and remember who was and wasn’t there for us during the next election cycle.
**Support union; bank union**

Did you know that you can have your checking account or auto loan at a union financial institution? It is not easy to find a union financial institution these days, but you have one available to you through Local 3. Operating Engineers Federal Credit Union (OEFCU) proudly serves more than 76,000 members, providing a full range of products and services, from savings and checking accounts, debit cards and Visa credit cards to consumer loans, home equity and real-estate loans, as well as around-the-clock Internet banking at www.oefcu.org.

Forty-seven years ago, Operating Engineers Local 3 Business Manager Al Clem spearheaded the effort to create a credit union that could offer Local 3 members and their families a broad range of affordable financial services. The Credit Union’s first home was within Local 3’s headquarters on Valencia Street in San Francisco. Since then, the Credit Union has expanded its operations to 22 branch offices in Northern California, Northern Nevada, Oregon, Utah and Hawaii. OEFCU is one of the largest labor-union credit unions in the United States. It is also considered one of the strongest financial institutions in the nation, with more than $750 million in assets and $895 million in reserves. OEFCU’s full-time staff is comprised of union members who are dedicated to providing our members with exceptional service. Their “can do” attitude is based on confidence and pride in an organization that exists solely for the Local 3 membership and their families. Members and their families show their support for the union movement by banking with OEFCU. I encourage you to get involved with your Credit Union to ensure this union financial institution will be available to Local 3 members for generations to come.

Contact member-service representatives today at (800) 877-4444 or visit our website for more information on products, services and other member-only benefits.

**Crushing the competition**

General engineering contractor Ghilotti Brothers, Inc. is well-known in the industry, since its Bay Area presence has thrived for 97 years. Much of the company’s success can be attributed to its willingness to find quicker and better ways of doing things. Most recently, the company purchased an XH320SR tracked-impact crusher, the first of its kind in North America. According to Ghilotti President Michael M. Ghilotti, the XH320SR is well-designed for recycling and demolition applications, as well as aggregates. “It handles well and has a quick and easy hydraulic-hood opening if we need to clear any jams. Further, the modular conveyor has a raise-low feature to aid in clearance of rebar.”

The XH320SR crushes up to 320 tons per hour, depending on the feed rate and materials, and will be used at various jobsites, such as paving and demolition. Look for this new piece of equipment on your next job. It is currently working in Antioch.

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**July 9 & 10, 2011**

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A few who represent many

I would like to highlight two of the many 50-year members who were honored at the June 4 Retiree Picnic. Obviously, the accomplishments of all those honored are far-reaching, but the following Retirees particularly represent the strong work ethic and historic career of an honorary 50-year member.

Honoree: Ray Walters
Notable projects: Oroville Dam, Bullards Bar Dam and Whiskeytown Dam
Notable quote: “I guess I’m just a dam worker!”
Notable signatories: Baldwin Construction (Marysville)

Retiree Curtis O. Fifer Sr.

Notable projects: Cherry Valley Dam
Notable quote: “Was under the same supervision with Dillingham my entire career.”
Notable signatories: G.F. Atkinson, Dillingham

Retirees: Thank you!

Thanks to all of our Retirees and their spouses who attended the June 4 Retiree Picnic at the Rancho Murieta Training Center (RMTC).

As usual, we had great food, good camaraderie and many old war stories. (We even heard a few new ones!)

It was great to see all of you.

Business Manager Russ Burns, the other officers and staff wish to thank all of you and commend you on your many years of service, especially our 50-year members.

Thanks also to RMTC Executive Director Kris Morgan and his entire staff, including Director of Apprenticeship Tammy Castillo, new Retiree Red Herrera and her kitchen staff.

Appeals explained

If a claim is denied in whole or in part under the Pension Trust Fund, one of the Annuity plans (California or Hawaii) or any of our Health and Welfare Trust Funds, a participant has the right to appeal the denial in writing. However, the participant must do so within 60 days for Pension or Annuity and within 180 days for Health and Welfare or disability. Failure to file an appeal within the proper timelines will constitute a waiver of your rights to a review.

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

Retiree Post
Tough as nails
Retiree returned to work after brutal accident

Imagine you’re working on your jobsite like you do every day, minding your own business, when you hear the unmistakable sound of a nail gun. Before you can think twice, you hear the sound again and this time, feel a sharp sting, as you spin 180 degrees and fall backward in pain. You’ve been hit.

Retiree Curtis O. Fifer Sr. doesn’t have to imagine this at all, since he lived it, or rather, lived through it, as today he is able to tell the story. In 1983, while working for Gallagher and Burke as a Heavy Duty Repair (HDR) mechanic in his hometown of Oakland, he was hit in the top of his pelvis bone by a 3-inch-long nail from a non-union concrete company working on a sidewalk curb.

“I was cutting edges on a 920 loader when the nail chipped a brick and hit the top of my pelvis bone. I thought I was dead. I know what it feels like to be shot,” recalled the 35-year member.

“Only a quarter inch of the nail was out of my body,” he said. He still has the nail and X-rays to prove it.

His hospital stay and subsequent surgery physically disabled him but left even deeper emotional scars, as he was terrified of loud noises. But instead of succumbing to his condition, Fifer prayed. He took things “one day at a time” and was “thankful” for what he had.

It was this perseverance that lent him to return to work three years after his accident as a lift operator, a job he loved.

“I knew everybody on the job, and everybody knew me.”

Fifer also credits Local 3 for his recovery.

“Operating Engineers helped me go back to work – they were so good to me. I worked until I retired on June 6, 1996.”

Fifer still lives in Oakland and is the proud father of three sons, 11 grandchildren, one great-grandchild and a godchild.

His positive attitude protects him from getting mired down by the pain, which still occurs in his pelvic region when he is less mobile. If Fifer could, he’d go back to work “right now.”

“That was my lifestyle. I loved it.”

From left: Business Manager Russ Burns, 35-year member/Retiree Curtis O. Fifer Sr., Rec. Corres. Secretary Jim Sullivan and Financial Secretary Dan Reding.
They came wearing ponchos, slickers, blankets and scarves. Some, such as Connie Camarillo (wife of Retiree Albert Camarillo), even draped grocery bags over their clothes. They carried umbrellas, a good disposition and even their dogs (over puddles – like Retiree Norman Martinez). They draped shrink-wrap over their cowboy hats (Retiree Ken Machado) and hairnets over their hairdos (Marcy Kresga, wife of Retiree Earl Kresga). And they did all this to attend the June 4 Retiree Picnic at the Rancho Murieta Training Center (RMTC) during less-than-perfect conditions.

Usually, the annual picnic held to honor the year’s 50-year members and their families happens in the thick of summer’s heat. Giant fans and air misters are brought in and coolers full of bottled water are constantly refilled to combat warm Northern California summers. But not this year, as rain poured in torrents and temperatures dipped to the low 50s (a year ago it was in the 80s). Yet, in true Operating Engineer form, hundreds came and huddled underneath the familiar circus-top tent to swap their “tall” tales, drink a cold beer and eat some good food.

Being out in the elements is not new to Operating Engineers. Just ask Retiree Jack Lewis. He came from Madera the night before the picnic with his wife of 53 years, Roxie. They made the trip in a camper the night before.

The shuttle service came in handy this year, as Mary and Paul Bazzell and Chris and Pam Abercombie arrive to the picnic without getting wet.
in a camper with his nephew, Retiree Randy Laney, and his wife, Evey.

“We’ve been working out in this weather for years; there’s no reason why we can’t come to a picnic in it,” Lewis said.

Other overnighters included Retiree Don Riggs and his wife, Alice, from Silver City, N.M. The picnic at RMTC was a stop-over before they continued on to Canada as part of their usual summer tour.

Many Retirees never miss a picnic, no matter the distance or the weather. Retiree Frank DelaCerne is part of this camp.

“We come every year,” he said. He and his wife, Sharon, live in Woodland.

Sixty-five-year member Eugene Keeley from Placerville also comes every year and brought his family this time.

After the famous lunch was served, including meat so flavorful that leftovers were raffled off, the 50-year honorees were awarded a mantel clock or pocket watch, and a photograph of all was taken at the end (see page 26). But there is no real end to these picnics, as there will be another one next year (hopefully with better weather!) and the year after, just as there has been for decades.

To all our Retirees: We salute you!
Learning is a life-long process – utilize our training center

Operating Engineers’ Rancho Murieta Training Center (RMTC) is a state-of-the-art training facility. Combine that with our highly trained instructors, and that makes our program one of the best in the International Union of Operating Engineers (IUOE).

The term “training” refers to the acquisition of knowledge as a result of the teaching of vocational or practical skills. It forms the core of apprenticeships and provides the backbone of the content at institutes of technology.

Versatile, well-trained and dedicated instructors not only train our members but are continuously training themselves to meet and stay ahead of ever-changing industry standards.

The skills required in today’s industry are changing faster, and our members must realize and understand that. You, the member, must recognize the need to keep your skills and certifications current. You must continue to meet the changing demands of the industry through quality skills-training and keep the competitive edge.

Off-the-job training takes place away from normal work situations. It allows people to get away from work and concentrate more thoroughly on the training itself. This type of training has proven more effective in solidifying concepts and ideas.

Therefore, contact your district office today to see if you qualify for training!

Multimeters

As electronic systems in mobile equipment become more complicated, testing these systems requires more sophisticated tooling; the test light has been replaced by an electronic measuring device known as the multimeter or the Volt/Ohm Meter (VOM).

Developed in 1820, the galvanometer was the first pointer-moving current-detecting device. Unfortunately, it was delicate and slow, which made it impractical for the field.

In the early 1920s, as radio receivers and vacuum-tube-electronic devices became more common, Donald Macadie grew dissatisfied with having to carry separate instruments for telecommunication circuit-testing and maintenance. Macadie developed a multifunctional meter that could measure Amps, Volts and Ohms (Ω), named the Avometer. Macadie presented his idea to the Automatic Coil Winder and Electrical Equipment Company. In 1923, the company put the first Avometer on sale.

A standard multimeter has the ability to measure voltage, current and resistance. Meters are grouped into two categories, analog and digital.

The analog multimeter uses a scale pointer that sweeps across a printed scale. Accuracy of analog meters is affected by the width of the pointer, vibration of the pointer, parallax (the apparent shift of an object against the background caused by change in the observer’s position), observation errors and accuracy of the printed scale.

The digital multimeter displays the quantity measured as a digit, eliminating parallax errors. Modern digital multimeters may have embedded computers, which provide additional features, such as auto-ranging, auto-polarity, sample and hold and graphic representation.

The voltage function of the multimeter is used to determine the voltage of a circuit (the electrical potential difference between two points in an electrical circuit) or voltage drops expressed in volts. Voltage drops in a circuit can be used to locate excessive resistance. All voltage measurements must be taken with the “red” (positive) lead connected to the circuit closest to the positive side of the battery and the “black” (negative) lead connected to the ground. This results in a parallel connection with the circuit. If connected in series, the meter’s high resistance would result in a false reading.

The amperage function is used to determine the current flow of the circuit expressed in amps. Amperage is the number of electrons past a specific point in a specific time (6.39 billion billion electrons per second = 1 amp). All current measurements are taken in series, never in parallel.

After separating the circuit, the red lead is attached to the battery side of the circuit, and the black lead is connected to the ground, so all current flows through the multimeter. Care must be taken when measuring amperage with a multimeter. It is recommended to start in the highest amp range and reduce the setting until a satisfactory reading is obtained. Most multimeters have a maximum amp rating of 10.

The resistance functions of the multimeter measure the opposition to current flow expressed in Ohms (Ω). A small internal battery within the multimeter applies a small voltage to the circuit, measures how much current flow there is through the circuit and displays the result as resistance. Because the meters are self-powered, they must never be connected to a powered circuit, as this may cause the fuse to blow or damage the battery. Unless the circuit contains a diode, connection of the leads is inconsequential. For extremely accurate resistance measurements, remember to take into account the resistance of the meter-test leads.

Prior to making any measurements, the test leads of the multimeter must be in the correct input terminal. The black or negative test lead will always be connected to the Common (COM) terminal. Most tests require the red or positive test lead be connected to the Volt/Ohm/Hertz (VoltΩHz) input terminal. Amperage measurements require the red test lead be connected to the Amp (A) or milliamp/microamp (mA/µA) input terminal.

A multimeter costs as little as $10 or as much as $5,000 and is a required tool in testing electronic systems. For the next time, think about this: How can a multimeter be used to check the cooling system?
Walking onto District 20’s big dirt job in Dublin is like stepping out of a time machine into the past.

When the job started in May, more than 60 operators were already hard at work. Scraper after scraper rolled across the hillside, moving up to 100,000 yards of dirt a day (5 million yards by the project’s end). Dozers and loaders made way for the almost 600 new homes that will be built by the end of next year. Crewmembers stretched across 200 acres of land, and a positive energy filled the air as they talked about the project that would keep them working through the end of next year.

It’s been years since the construction industry saw a big, privately-funded housing project like this, and for Oakland Business Rep. Cliff Thompson, it was a thing of beauty.

“It’s hard, dirty work, but it’s beautiful,” said Thompson. “Everyone out here is an Operating Engineer, which is a beautiful thing.”

Could it be that private work is making a comeback? Mechanic Josh McCulley thinks so.

“Finally,” said the 13-year member, one of six mechanics working on the project when it broke ground. “It’s definitely nice to be out here. We’re very busy. Non-stop. We’ve all missed it.”

Independent Construction has the $22 million subdivision job, which involves leveling the site off Fallon Road, building 566 housing pads and making room for a park, a school and several trails. J&M will do the underground work, before Independent returns for the final grading and paving. Independent’s part of the project should be completed by late 2012, when the homes will be built.

To get the job done on time, Independent had 39 scraper operators, at least 10 dozer operators, four gradesetters and a handful of backhoe, excavator, loader and blade operators working in May.

Continued on page 16
“All those numbers will probably grow,” said 10-year member and Foreman Paul Holton. About 70 operators are needed at the project’s peak. Operators are working 58-hour weeks (10 hours a day Monday through Friday and eight hours on Saturday).

“This is what we do,” Holton said. “High-speed dirt.”

It’s not just the workers who are pleased with the possibility of a market turnaround. According to Holton, even the local residents are happy about the job, which is rare, as they often complain about the dust, noise and traffic a construction project can bring.

“It’s good to see private work going again,” said Holton, referring to days long ago when the out-of-work list was empty and the halls couldn’t provide enough operators for a job.

Another element of the project that had operators thinking about days past were the three “triple 6s” onsite. These “prehistoric” scrapers were first introduced in the 1960s as the largest production twin-engine motor scrapers around. They may not be as comfortable or as high-tech as some of the newer 637 and 657 twin-engine push-pull scrapers onsite, or even the 651 single-engine scrapers that are pushed by a D10 dozer, but the triple 6s remain impressive with a 54-cubic-yard capacity.

The triple 6 was a perfect piece of iron for 66-year-old Operator Jim Lucas, a member since 1973.

“Old dinosaurs for old men,” he said.

Seven-year member Joseph Hiscox was also on a triple 6.

“I’m happy to be working,” he said. “[We] bank a lot of hours.” This is good for the operators and for the Pension and Health and Welfare funds, which depend on reported hours and investment returns.

“It is nice to have these big jobs, especially right now,” said five-year member Anthony Croce.

Whether private work catches on nationwide is yet to be seen, but it looks like that’s the case for California’s Tri-Valley area. Next to Independent’s job, Top Grade Construction will be starting a similar project soon, when 1 million yards of dirt will be moved.

“Feels good again,” said 12-year member and Mechanic Tom Panetto. “This is what we’re good at.”

For more photos of this job, visit us online at www.oe3.org.
Compactor Operator Jarrad Drolette.

Twenty-three-year member Jim Brasher works on the sub-drain.

Below: Operators Jesse Espinoza and Scott Radcliff literally work together, as their 637 twin-engine push-pull scrapers hook up, filling both cans.

Brothers Mike and Brandon Jerome are paired up throughout the day as they make cut after cut with the 657 scrapers.

Operator Roman Rodriguez makes a cut with a 651 scraper and will pull about 35 yards on each run down the hill.

Below: Operators Jesse Espinoza and Scott Radcliff literally work together, as their 637 twin-engine push-pull scrapers hook up, filling both cans.
Tech News

Chaudhary & Associates, Inc. goes union
By John Rector, business representative

In May, with the help and support of multiple districts and personnel, the Technical Engineers and Organizing staff was able to sign Chaudhary & Associates, Inc. The company has been around since the mid 1970s and is a welcome addition to the Local 3 family. Stay tuned for more details on this new signatory.

In other good news: Local 3 land surveyors have started working on High-Speed Rail. URS Corporation has several crews working in and around the Fresno area, setting flight panels and working on the right-of-way surveys. URS more than doubled its field-surveyor staff to meet the work deadlines. More on this project can be found at right.

We also have two firms working on two different subdivision projects in the Dublin area. Since 2008, the private side of our work has been all but non-existent, so seeing these projects going is a good sign of our recovering economy.

Please note: As of July 1, there will no longer be any testing and inspection rate reductions. Full rates will apply.

Congratulations, surveyor graduates

Local 3 congratulates surveyors Eric Wilson and Darryl Bond for completing the Northern California Surveyors Joint Apprenticeship Committee (NCSJAC) Apprenticeship Program. Wilson works for Luk and Associates, where he did his entire apprenticeship. Bond is a 25-year member. President Fred Herschbach, NCSJAC Administrator Joanie Thornton and several journey-level surveyors congratulated the graduates.

Even with the onslaught of unfounded, negative press and political gridlock, I am pleased to report that initial groundwork on California’s High-Speed Rail has finally started. Surveyors with URS Corporation came out in force in late May to provide initial planning and assessment for the 113-mile-long section from Fresno to Bakersfield that will travel through the heart of the state’s Central Valley, a region hit hardest by the struggling economy. Everybody knows that an influx of working surveyors means an influx of overall construction work ahead. The Central Valley rail is made up of the Merced to Fresno and the Fresno to Bakersfield sections and will eventually connect Southern California to the San Francisco Bay Area and beyond.

Local 3 has been a long-time proponent of this project, as your own Business Manager Russ Burns sits on the California High-Speed Rail Authority Board. And there’s no question as to why. The building of this innovative train is a cost-effective investment in our nation’s infrastructure, which continues to endure slowdowns and patchwork maintenance. Recent estimates conclude that it would cost twice as much over the next generation to build new highways and airports to move the same amount of people that High-Speed Rail will. And these are just the incentives to save the state money. The money the state will gain through jobs created (a conservative estimate states that 20,000 construction-related jobs will be created in the Central Valley for every $1 billion invested, and thousands more along the train’s stops) will no doubt improve California’s ailing economy. It will also improve the environment, as High-Speed Rail uses only one-third the energy of airplanes and one-fifth the energy of the family car.

High-Speed Rail is also one of the components of the $84 billion Transbay Terminal, which is estimated to create nearly 10,000 construction jobs during the 10-year lifetime of the project, part of which includes extending Caltrain and California High-Speed Rail underground from Caltrain’s current terminus at Fourth and King streets into the new downtown Transit Center.

While a lot has been written recently in the press about the possibility that the line may never get finished (a ridiculous notion), the concrete fact is that this project has already created jobs for our membership, which means more money going into our fringes, greater job security and protection for that which we hold dearest – our union way of life. Instead of focusing on the uncertainty of the future, I suggest we deal with the current reality, which is that High-Speed Rail is creating jobs. Californians knew that it would long before politicians began using it as a prop for their political agendas. On Nov. 4, 2008, more than 6 million voters approved High-Speed Rail. Since then, the project has received the largest amount of federal funds in the nation, $8.36 billion, along with the voter-approved $89 billion in state funds. The project is also guaranteed to attract private investments, which will undoubtedly create more jobs for our industry. In fact, when private firms were asked about possible interest in this project, more than 1,100 respondents expressed interest.

As your political director, I must remind you that none of these jobs would have been created if you voters had not registered and then made the effort to vote for High-Speed Rail when you did. This is just another example of the importance of voter participation in this union. Therefore, continue to call your district office for information on other ways you can get involved in Local 3’s Voice of the Engineer (VOTE) program (there are great prizes for participating) and visit the Politics Page online at www.oec3.org to see when and where we need you!

Stay tuned for more information on High-Speed Rail and other politically charged issues.
Baseball, hot dogs and apple pie

District 90 wants to thank everyone who came out for our District Picnic to enjoy “The Great American Pastime” at Municipal Stadium, home of the San Jose Giants. A great time was had, and some fantastic prizes were raffled off. Congratulations to the winners. Check out the photos on Local 3’s website at www.oe3.org.

Please remember to keep your dues current and your registration on the out-of-work list up to date. Registration on the A and B lists is valid for 84 days, or roughly 12 weeks from registration on the out-of-work list up to date. Registration on www.oe3.org.

Please call ahead, if you plan on attending.

Also mark your calendars for our Car and Motorcycle Show/Breakfast Picnic on July 24. It should be a fun time for all.

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

Baseball, hot dogs and apple pie

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Please remember to keep your dues current and your registration on the out-of-work list up to date. Registration on the A and B lists is valid for 84 days, or roughly 12 weeks from the date of registration. Members on the C list need to call in monthly.

District 90’s work picture is starting to improve. Granite Construction is working on the $4.8 million West Dunne Avenue extension project in Morgan Hill and the $72 million Prunedale Bypass with MCM Construction. MCM Construction is also the apparent low bidder on the $1.5 million Lone Oak Bridge in south San Benito County. R&L Brosamer is working on the $26 million Silver Creek job that includes grading, paving and underground work. Top Grade Construction received the $1.1 million Lions Creek trail and bridge job in Gilroy, the $2.6 million bridge on San Benacido Road in Salinas, the $1.1 million asphalt overlay job on Davis Road (also in Salinas) and the $1.5 million median-barrier-rail job on Hwy. 68 in Monterey. RGW is busy with the $30 million realignment and bridge work on Hwy. 280 and Tully Road in San Jose and was the apparent low bidder on the $15 million Butterfield Road extension in Morgan Hill. DeSilva Gates will be working on the $1 million John Smith Landfill project in Hollister, and Granite Rock/Pavex is the apparent low bidder on the Walnut Avenue widening in Greenfield. King Crane is working on an Auto Zone in Morgan Hill.

Congratulations to Ken and Kathy Hoag for being nominated as Unionists of the Year at the Monterey Central Labor Council awards ceremony held at the Hyatt Hotel in Monterey. The Hoags were presented with a certificate and recognized by some of our local politicians, such as Congressman Sam Farr and Assemblyman Bill Monning. It is very important to our union to have dedicated volunteers who help with local and state elections, phone banking, precinct walks and other union functions. Thanks again to those who volunteer their time and energy in promoting the union way.

One last reminder: Our next District Meeting is Thursday, Aug. 11 at 7 p.m. at the Hall. Hope to see you there, and remember: It’s your union, so please get involved.

If you don’t already have one (or didn’t know they were ready), the 2010-2013 Northern California Master Agreement books are in. Pick one up at the Hall or ask a business agent to bring you one.
Deconstruction work at Samoa Pulp Mill, PG&E power plant

Summer is here, and Mercer-Fraser is keeping many of our members busy with various paving jobs and the company’s rock plants and maintenance shop.

Golden State Bridge (GSB) started the second phase of the Mad River Bridge. In compliance with environmental regulations, GSB split the job into sections, and the current phase should end in October. The company is on schedule and working smoothly.

Day Zimmerman and Silverado Construction are going strong at the Pacific Gas and Electric (PG&E) Humboldt Bay Power Plant. This is a big deconstruction job with several complicated aspects. Several of our members have been trained to work around low levels of radioactive material.

Ferma Corp. is deconstructing the Samoa Pulp Mill.

Wahlund Construction is staying busy at the Ferndale Water Treatment Plant and on median jobs throughout Humboldt and Del Norte counties.

Camenzind Dredging Inc. started work at the Crescent City bay. J.F. Shea continues work on the Miranda paving and the Redway slide on Hwy. 101 in Humboldt County.

Mercer-Fraser was the low bidder on the $4.4 million Klamath River/Martin’s Ferry Bridge rehabilitation and retrofit and picked up several paving jobs.

We would like to remind everyone to Slow for the Cone Zone, as our Unit 12 brothers and sisters work along the road to keep our highways safe.

Please also remember to renew your status on the out-of-work list every 84 days, so you don’t lose your place. If you have any questions, call the Hall.

Have a safe and prosperous year.

Breakfast Picnic a success

The work season is finally in full swing! Stop by the Hall to check out the job board that Dispatcher Danny Roles updates regularly. The board shows projects that have been awarded as well as jobs that are coming up for bid in the near future.

The DeSilva Gates hot plant in Marysville is going strong with construction jobs in Butte County. In Oroville, there’s work at Ophir Road/Hwy. 70, and in Gridley, there’s a job that should start soon, but hadn’t at the time of this writing. Knife River rock plants are also going strong and have several jobs throughout District 60: In Plumas County, there is work at Belden/Hwy. 70, and in Butte County, there’s work at Jarbo Gap/Hwy. 70 and at the Chico Corridor bikeway. Mountain Cascade Inc. is doing a fish ladder and No. 2 weir replacement in the Sutter Bypass at the end of McAllister Road and is still working on the American Basin fish screen on the Sacramento River at the end of Sankey Road. Teichert Construction is working on Hwy. 20 just east of Sutter to the 10th Street Bridge in Yuba City and paving Hwy. 70 in Olivehurst near McGowan Parkway. R.M. Harris Company is working on the Yuba County bridge replacement on Honcut Road over South Honcut Creek.

Congratulations to Retiree Richard Peterson of Chico, who received his 55-year pin recently, and Retiree James Osburn of Orland, who received his 50-year watch. Look for their photos and others in an upcoming pin-recipient spread in the Engineers News.

Please remember to stay current on the out-of-work list. You must re-register before the 84th day or your registration will expire.

The District 60 staff would like to thank everyone who calls in when they see non-bargaining employees doing our work. Keep it up. We would also like to thank everyone who came to our District 60 Breakfast Picnic on May 14. We are happy to give something back to our members for all their hard work.

As always, feel free to call the Hall with any questions you have, or stop by in person. Thanks, and be safe.
The Covanta Energy/H-Power expansion project involves the installation of equipment for a third boiler, a turbine and associated support systems at the Honolulu Resource Recovery facility (H-Power) owned by the city of Honolulu and operated by Covanta Energy Systems.

Parsons RCI is a subcontractor on the $156.3 million project in Kapolei, which started in January. Work includes excavation, site preparation, underground utilities, concrete structures, structural steel, equipment installation and road construction. The company is currently performing a $25 million baghouse installation.

H-Power has been in commercial operation since May 1990. Today, it has a capacity of 561,600 tons per year (66 percent of Oahu’s waste) and produces 57 megawatts of power (4 percent of Oahu’s needs). With the expansion, its capacity will increase to 840,825 tons per year (90 percent of Oahu’s waste), and its production will increase to 94 megawatts (6 percent of Oahu’s needs).

These additions will expand the capacity of the plant by about 50 percent and will significantly improve the plant’s availability. As a result, an extra 300,000 tons of Honolulu’s solid waste will be diverted from landfill disposal and instead, used to produce electricity. This is an important step in achieving a sustainable, resource-conscious future for the city of Honolulu.

The plant is located in the Campbell Industrial Park about 10 miles west of the Honolulu International Airport on Oahu.

C.C. Myers, Inc. gets it done again

At more than 7,000 feet elevation, Echo Summit in eastern El Dorado County is the highest point of Hwy. 50. A low, 18-inch, stone wall was constructed along the two-lane highway in 1939 to prevent vehicles from going off the sheer slope, but it has seen 70 harsh winters and countless vehicle crashes and was deteriorating. So, Caltrans decided to replace it in May with a new, 32-inch-tall, concrete barrier. The $3 million project was awarded to C.C. Myers, Inc., which had 10 days at 24 hours a day, seven days a week to get the wall completed and highway access open to the public. Caltrans incorporated a bonus payment for early completion and penalties for being late.

The new wall required a concrete slab in the eastbound lane to serve as an anchoring base for the new barrier. Other work included improving drainage, repaving and reconstructing the metal guardrail. Looking back at C.C. Myers’ history, this project was a “can do,” “get it done” job, which is perfect for what the company does.
Berkeley stadium brings tower cranes

District 20 is having a great year. All the major projects have taken off or are about to take off in the next few months.

Webcor Builders installed four new tower cranes at the University of California, Berkeley stadium for a $700 million demo and retrofit project that should be completed in summer 2012.

Work on the Caldecott Tunnel is coming along. Tutor-Saliba and Foxfire Constructors are working six 10-hour days on two shifts. About 1,800 feet has been bored so far.

The $35 million Los Vaqueros Reservoir expansion project had a partner appreciation event on May 5 in conjunction with the Contra Costa Water District. This project will create lots of work for our members.

Apprenticeship Spotlight

Congratulations to Construction Equipment Operator (CEO) Lucio Gomez, who completed his Apprenticeship Program on May 2, and Heavy Duty Repairer (HDR) Jerry Diaz, who was sponsored into the Apprenticeship Program by DeSilva Gates and still works for the company.

Congratulations also to HDR Noel Seifert, who journeyed out in May. Seifert spent his entire apprenticeship with RGW Construction.

Apprentices earn WCF scholarships

Hopefully, by the time you read this, we’ve gotten past the unbearably wet spring in Utah and our members are working. The Ruby Pipeline contractors (U.S. Pipeline and Associated Pipeline) and Arnold’s Custom Seeding are finishing the final cleanup and seeding on all the Utah spreads, which should be completed by September. The Ruby Pipeline project couldn’t have come at a better time for our state’s economy. The project employed more than 1,000 Operating Engineers throughout Utah and helped our members through what could have been some tough times. Instead, they were able to bring home good paychecks and add to their benefit packages. Because of the size of the pipe (42-inch), the fact that it crossed the entire northern length of our state and a late kick-off to the project, our operators worked an enormous amount of hours. Many of them worked through the winter, and some are still employed today. It’s been a great run, and we appreciate all the success stories that have come from the line. We also thank the men and women who sacrificed time away from their families and represented Operating Engineers Local 3 so well.

Snelson is going strong from Mountain Green to Henefer with its 16-inch replacement of Questar’s existing pipeline. The line stretches 14 miles and should employ about 30 Operating Engineers at its peak. This pipeline is under the small addendum, and it’s nice to see one of our signatories take it from a non-union contractor. Hopefully we can look forward to more of this work. This job should be completed in October.

Granite and Geneva Rock have steadily picked up some small jobs in northern Utah and brought a lot of their hands back for the season. These jobs consist of asphalt and concrete paving as well as excavating and grading work. With some more good bids ahead, hopefully they will continue to be successful.

Construction and Turnaround Services is a new signatory to our area and is currently rebuilding the Silver Eagle Refinery in North Salt Lake. This small refinery made the news with an explosion and fire that shook the area. Construction and Turnaround Services specializes in refinery work and has kept several of our members working since March.

Apprenticeship news

Over the past few years, the partnership between the Operating Engineers Utah Joint Apprenticeship and Training Committee (JATC) and Workers’ Compensation Fund (WCF) has grown rapidly. WCF is a unique organization that has been very supportive in helping the OE3 Utah JATC further its training and safety education of apprentices and journey-level operators. WCF has not only been a super power in offering financial assistance, like making it possible to purchase our own classroom facility and offer office supplies and furniture, but the organization has also been a strong advocate in our political arena to help pass pro-union legislation.

But it doesn’t stop there. Between the help of WCF CEO Ray Pickup, Vice President Dennis Lloyd and the fund’s board, Operating Engineers apprentices in Utah once again came out ahead. For the second year in a row, WCF awarded $12,500 to the apprentices with outstanding performances in their respective fields. These awards were issued at the WCF scholarship-award ceremony on May 19 to help apprentices further their education and training.

Many of the apprentices traveled long distances to receive their awards, but it was worth the trip, as they were presented with certificates and checks in the amount of $8500 each. This year’s winners of the WCF Scholarship Apprentice of the Month Awards are:

Construction Equipment Operator (CEO) apprentices Jorge Arellano; Beth Athey; Melissa Beebe; Priscilla Brinkerhoff; Julie Conard; Donovan Cox; Trevor Erickson; Juan Florez; Kris Konecny; Calvin Lamb; Adam Lovell; Andy Lowe; Bryan Searle; Robert White; Francine Yazzie; and James “Eric” Young and Heavy Duty Repair (HDR) apprentices Brandon Catmull; Josh Gardner; Robert Holt; and King Mower. Congratulations to you all!

Congressman Jim Matheson and Sen. Karen Mayne addressed the group and offered their support and encouragement to always work safe. They also praised WCF and OE3 for teaming up in this effort. JATC Administrator Jeff Anderson then presented Pickup with an award from the OE3 JATC in appreciation for all he and the WCF team have done.

The OE3 JATC can’t thank the WCF enough for its continued support, and we look forward to continuing our partnership in the future!
High school students test their skills as Operating Engineers

Work is picking up. Several big jobs have already started, and others will break ground soon.

**Diablo** started work in Kingsburg and has several jobs on the south end of District 50.

**RGW** is working on Hwy. 99 at the north end of Merced and has a $26 million job ready to go on Hwy. 140 east of Merced at the railroad crossing, where crews will replace the overpass, a job that is long overdue.

**DeSilva Gates** is widening Hwy. 99 with overpasses under construction.

**Teichert Construction** resumed work on Hwy. 180 east and has several smaller jobs throughout Fresno.

On April 29, District Rep. Rick Phillips, Business Rep. Wayne Amundson and District 50 apprenticeship coordinators Debra Carrell and Butch Cabrera attended the 2011 Associated General Contractors (AGC) Construction Career Awareness Day at the Fresno Fairgrounds. Many signatory contractors also participated, as they do each year, including Teichert and Granite Construction. About 800 students attended, and the Rancho Murieta Training Center’s (RMTC’s) mini-excavator simulators were a hit! A long line of students waited to test their hand-eye coordination. Students came from high schools around Fresno, such as Clovis, Kerman, Riverdale and Minarets. Hopefully they learned that, with hard work and determination, Local 3 can be a path to a great career.

**Picnic News:** District 50 had another successful picnic this year, with many members enjoying the festivities on May 15 at the Fresno County Sportsmen’s Club. Thank you to everyone who attended.

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**Fishing event pairs members with children**

On May 5, J.F. Shea held its 35th Annual Fishing Party, a local event that introduces challenged youth to the joys of fishing. The event included 150 junior fishermen (kids) from nine school programs and 100 to 125 adults, who came to help the youngsters. About 20 District 70 members – actives, apprentices and Retirees – as well as our very own Vice President Carl Goff also volunteered to help. After the fish weigh-in, a barbecue lunch was provided. Come see us next April if you would like to participate in next year’s event.

Work in District 70 continues with lots of paving. **Tullis Inc., Mercer-Fraser, Steve Manning Construction** and J.F. Shea are working on paving projects throughout the area. Many have had bid dates postponed or delayed. At the time of this writing, we are still waiting for more information about the Buckhorn job – Hwy. 299 west.

Thanks to everyone who attended our last District Meeting. This is a great way for you to become more informed about what is going on locally and gives you the opportunity to speak with the Local 3 officers. Our next District Meeting is Aug. 24. Hope to see you there.
Tower crane coming soon

In Marin County, Ghilotti Bros. started a $24 million project for High Occupancy Vehicle (HOV) lanes and the widening of the bridge on state Route 37 to Atherton Avenue in Novato. The company also has a $2 million drainage-system rehabilitation project at Stinson Beach and a $447,000 pavement-rehabilitation project in San Rafael. Ghilotti Construction has $500,000 worth of work in Corte Madera, and Maggiora & Ghilotti has $1 million to improve the Locust Street pump station in Sausalito. R.E. Maher out of American Canyon was set to start $570,000 worth of concrete paving work in June for the Novato Unified School District at various locations. K.G. Walters Construction out of Santa Rosa is upgrading a wastewater facility in Novato, and Piazza Construction out of Penngrove picked up a $850,000 Ross Valley pipeline-replacement project in Corte Madera. Looks like summer will be busy for our signatory contractors!

San Francisco is moving along with testing and inspection and site work for the Unified School District, which includes Dees-Hennessy and Interstate Grading and Paving. Cranes may be used to hoist temporary housing units used for classrooms.

Speaking of cranes, Cahill is slated to erect a tower crane at the 57,000-square-foot University of San Francisco Science and Innovation Center this month.

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Stay hydrated this summer

J&M, Inc. has kept members busy installing a 30-inch water-transmission line near 1-80 east of the truck scales. This line travels under 1-80 where West Coast Boring did the drilling. J&M already completed the first segment along Cordelia Road, worth about $5 million, and the second segment, worth about $8 million. The company also put in a 36-inch waterline that ties into the 30-inch line. Members on the job include John DeFreitas, Eddie Pereira, Russ Biglow, Tomas Ruelas and Octavio Ruelas. Now that things have finally dried out, it’s good to see work picking up.

Mare Island’s ship-dismantling project is moving along. We are waiting for another crane to go into service, so more operators will be needed. Kiewit Pacific and Suulutaq continue with flood control and the Napa bridges along with Proven Management at the Napa Creek site. Private work seems to be making a comeback as well. Oak Grove Construction is working at the Lede property at the Yountville crossroads and is finishing the Fosters house up the valley. In Napa, Keith J. Gale General Engineering continues on the Meritage Resort and picked up some residential work and a theater off Gasser Road. Syar’s rock quarries at Lake Herman and Napa are looking at a productive season with plenty of rock and asphalt to be produced this year.

A safety reminder: As the summer heats up, be sure to keep yourself well hydrated. Dehydration and heat exhaustion can easily lead to heat stroke, which can be fatal if not treated. Warning signs of heat exhaustion include heavy sweating, paleness, muscle cramps, tiredness, weakness, dizziness, headache, nausea or vomiting and fainting. A dehydrated person may not be able to sweat fast enough to dissipate heat, which causes body temperature to rise. Common symptoms of heat stroke include fever, the absence of sweating with hot, red or flushed, dry skin, a rapid pulse, difficulty breathing, hallucinations, confusion, agitation or a seizure. Please drink plenty of water, and stay safe this summer.

DND
As far as work goes, at the Arch Road prison, Granite Construction has a $200 million project and O.C. Jones has a $10 million demolition and parking project. R&S Brosamer has an $86 million project on I-5 in Stockton. Sierra Mountain Construction has a $2.1 million improvement project at the Vallecito wastewater-treatment plant and work for the Sonora School District. Ford Construction has a $81 million slope-repair project on Hwy. 88 in Amador County and a $81.2 million re-line of two sewer-treatment ponds at the Sierra Conservation Prison. Teichert Construction has a $2.7 million paving overlay on Hwy. 4 in Tamarack and a $650,000 sewer-wastewater line in Jenny Lind. Mozingo Construction has a $2.7 million sewer-line replacement job at a Comanche mobile-home park. Twain Hart Construction has $81 million worth of work on the Valley Springs water lines, storage tank and access roads. George Reed Construction has $14 million in paving and roadway-widening projects. Proven Management has the $10.1 million Tulloch Lake Tri-Dam project.

Close to 800 people gather at the 29th Annual Stockton District Picnic on May 1.

The 29th Annual Stockton District Picnic on May 1 was a great event, with close to 800 people in attendance. Local 3 members and their families enjoyed barbecue tri-tip, salad, beans, asparagus, ice cream and refreshments. We got great feedback from the membership on how good the food was and that they all had a wonderful time visiting with each other. The District 30 staff really enjoys putting this event together, and we are already looking forward to seeing you there next year.

Lots of work in Reno

This summer offers more promise than last year. Even with the Ruby Pipeline winding down, the work picture in Northern Nevada has improved. Granite Construction was awarded the I-80 project through Reno and Sparks and has projects at the Reno-Tahoe Airport and the Carson City Airport. The company is also working on the Cave Rock slope improvements, the city of Reno sewer project, the Southeast McCarran widening, the Fifth Street job in Reno and the U.S. Route 395 project from Moana Lane to I-80, which should be completed ahead of schedule.

Q&D Construction is making progress on its portion of I-80 near Fernley and is working on Mayberry Drive and the RTC stations in Reno. The company also has the erosion-control project in Crystal Bay, the Carson Waterline inter-tie in Douglas County, the water-treatment plant in Yerington and the Idaho Street project in Elko.

Sierra Nevada Construction is working on the city of Reno rehab project, the Highlands Avenue water main, the Evans Avenue rehab, the Reno Consolidated Street project and a micro-surfacing project on roadways throughout the state. Contriv Construction was the low bidder on the next phase of the North-South Transmission Waterline in Carson City. MKD Construction was the low bidder on the acceleration lane at Topaz.

The mines have kept a lot of members busy. Ames Construction has projects at the Phoenix Mine in Battle Mountain and at the Cortez Mine near Carlin. N.A. Degerstrom, Inc. has crews working at the Rossi Mine north of Carlin and still has a few crews working at the Robinson Mine in Ely. W.W. Clyde resumed work on the transmission lines in White Pine County and is working on the water-treatment plant in West Wendover. Independent Construction will perform dirt work on the Robinson Sub-Station, and Frehner Construction is working on I-80 between Elko and Wells.

The Reno District has been busy with negotiations. At the time of this writing, the Rock, Sand, and Gravel Agreement, the Concrete Pump Agreement and contracts with Tholl Fence and Martin Marietta Materials were being negotiated.

Also: Continue supporting your union through the Voice of the Engineer (VOTE) program. Thanks to all who came out for the prevailing-wage rally in May. Your efforts have an impact.
OE3 Scholarship Foundation
Giving gifts that last a lifetime

A charity is only as strong as its contributors want it to be, and the Operating Engineers Local 3 Scholarship Foundation is no exception. Today, the Foundation is strong both financially and in the support it receives from Local 3. It has grown substantially in the last several years, with much of its success due to an increase in donations from members, friends of labor and the employer community. Most contributions come in the form of traditional cash donations, but some have chosen more creative methods. Because of tax considerations, some donors are able to give a gift that is greater than they thought possible. These gifts help build the strength and future of the Scholarship Foundation and allow the donor to experience giving the gift of a lifetime. The Operating Engineers Local 3 Scholarship Foundation offers a variety of ways to contribute:

- Cash gifts. Gifts to the Scholarship Foundation can be made in any amount.
- Merit sponsors and memorial and honor gifts. You can contribute to the Scholarship Foundation in the memory or honor of a loved one, friend or colleague or to commemorate a special occasion. The Foundation will acknowledge your gift to the person(s) you designate and provide written acknowledgement of your gift and the amount. A $500 minimum is necessary to establish a named gift, and there are three donation levels:
  - Merit: $500
  - Second-place academic: $5,000
  - First-place academic: $6,000
- Bequests. Gifts made through your will allow you to retain control of your assets during your lifetime and distribute them as you wish upon your death. Many people choose to include a gift to the Local 3 Scholarship Foundation. The most common types of bequests are leaving a fixed dollar amount or specific property. A charitable bequest may reduce your estate tax. Consulting an attorney is advised any time you make or change a will.
- Securities. There may be an advantage to giving marketable securities – stocks, bonds or mutual funds – instead of cash. In some cases, you may receive a charitable deduction on your taxes, as well as avoid taxes on capital gains. Consult your financial adviser for details.

If you would like more information on donating to the Scholarship Foundation, or if you have questions, please contact the Foundation’s secretary, Rec. Corres. Secretary Jim Sullivan, at (510) 748-7400.

Congratualtions 2011 Scholarship Foundation winners

Local 3 is pleased to announce this year’s male and female winners of the Academic Scholarship Awards. These four deserving students from across Local 3’s jurisdiction were chosen to receive scholarships based on their academic achievements, community service and school involvement. Besides the Scholarship Award for the first year, each student will receive an additional $1,000 per year from the Scholarship Foundation for their second, third and fourth years of college, provided they remain full-time students at an accredited U.S. college.

First place: $3,000

Tom J. Stapleton Memorial Scholarship

Areli Carreon
Daughter of Manuel Carreon
Reg# 2363485
Fresno, Calif.

MITCHELL MARTINEZ
Son of Mark Martinez
Reg# 2396400
Yuba City, Calif.

Second Place: $2,000

Nicole Bejar
Daughter of Philip Bejar
Reg# 2540749
San Jose, Calif.

Jarrett Gibson
Son of Tim W. Gibson
Reg# 2519563
Quincy, Calif.

Come with us to the Western Caribbean
Feb. 25, 2012 – seven nights
Royal Caribbean Cruise Line’s Voyager of the Seas
Roundtrip from New Orleans

OE3 members, Retirees, their families and friends are invited to come along on a wonderful cruise from New Orleans to the Western Caribbean with stops in Jamaica, Grand Cayman and Cozumel. Your participation benefits the OE3 Scholarship Fund, as a tax-deductible contribution is included in your fare.

Royal Caribbean’s Voyager of the Seas is an experience in and of itself. This incredible ship has a three-story Royal Promenade, an ice-skating rink, a nine-hole miniature golf course, a rock-climbing wall, specialty restaurants, themed lounges, a day spa and a fitness center as well as theaters, pools, a casino and much more. To see the ship and all it offers go to www.rccl.com.

Prices* start at:
- Inside Cabin – $549 per person, double occupancy
- Inside Promenade View Cabin – $679 per person, double occupancy
- Outside Cabin – $719 per person, double occupancy
- Balcony Cabin – $829 per person, double occupancy

An OE3 air/hotel/transfer package to New Orleans from the Bay Area may be available depending on interest (available in early September).

*Space is limited; other cabins and rates for third and fourth persons sharing are available; rates are guaranteed; government taxes will be added at final payment.

Make your reservation ASAP – first come, first served.
(888) 713-0441

Deposit is $259 per person or $509 per cabin and is fully refundable until final payment is due Dec. 3, 2011. After that date, RCCL cancellation penalties begin to apply.
DISTRICT MEETINGS
All meetings convene at 7 p.m.

JULY 2011
No meetings scheduled

AUGUST 2011
1st District 10: Rohnert Park
Operating Engineers' Building
6225 State Farm Drive

2nd District 20: San Leandro
Sheet Metal Workers
1720 Marina Blvd.

3rd District 80: Sacramento
Operating Engineers' Building
3920 Lennane Drive

4th District 01: Burlingame
Transport Workers Union
1521 Rolls Road

5th District 04: Fairfield
Fairfield-Suisun Masonic Building
412 Travis Blvd.

6th District 30: Stockton
Italian Athletic Club
3541 Cherryland Ave.

7th District 50: Fresno
Cedar Lanes
3131 N. Cedar Ave.

8th District 90: Morgan Hill
Operating Engineers' Building
325 Digital Drive

9th District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko

10th District 12: Utah
Meeting: 7 p.m.
Maui Arts and Cultural Center
One Cameron Way, Kahului

11th District 60: Yuba City
Operating Engineers' Building
2959 Lower Wyandotte

12th District 30: Stockton
IBEW Local 354
3400 W. 2100 S.

13th District 90: Morgan Hill
Operating Engineers' Building
1087873
District 90: Morgan Hill

14th District 17: Hawaii
Meeting: 7 p.m.
Kauai Beach Resort
75-5660 Palani Road, Kona

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

Cecilio Cortez 1087873 District 90: Morgan Hill
David R. Henrie 1578676 District 12: Utah
Willie B. Keller 1175052 District 60: Yuba City
Darrell Ketner 1690000 District 30: Stockton
Jerald Lee Kringle 1575996 District 17: Hawaii
Tony Michoff 1571620 District 17: Hawaii
Timothy M. Nakamura 1606890 District 17: Hawaii
Benny P. Yerro 1673755 District 30: Stockton

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.

July 2011
6th District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko

August 2011
3rd District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko

September 2011
1st District 17: Hilo
Meeting: 7 p.m.
Hilo ILWU Hall
100 W. Lanikaula St., Hilo

Semi-Annual Meeting: Sept. 18
Rec. Corres. Secretary Jim Sullivan has announced that the next Semi-Annual Meeting of the membership will be held on Sunday, Sept. 18, 2011 at 1 p.m. at the Rancho Murrieta Training Center (RMTC) training area, 14738 Cantova Way, Sloughhouse, CA 95683.

2011 District Picnic Information
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

Questions about your benefits?
Visit the Local 3 Trust Fund website (www.OE3TrustFunds.org) to get details about your Health and Welfare and Pension benefits. Make sure to register on the website to gain access to your personal information, calculate your Pension benefits (current and expected) and much more.
It's as easy as 1-2-3:

1. Register

Visit www.iuoe.org and click the REGISTER tab in the upper right-hand corner of the screen. From there you will enter your register # and name as they appear on your membership card. You will then be asked to create a username and password, and update your member profile. Once you have completed your information, click REGISTER and you are done.

2. Email

Once the Summer 2011 edition of the E-Magazine is complete, you will receive an email (only if you have requested receiving a) containing a hyperlink to www.iuoe.org.

3. Log in

Once you log in, you will be able to view the International Operating Engineer and its new interactive content including video and much more!

New members

District 01: Burlingame
Krisha Graham

District 04: Fairfield
Clay Bushey
Jesse Cortes
Tim Duck

District 10: Rohner Park
Robert Kaecher
Joseph Vera

District 11: Nevada
Jeremiah Bakman
Michael Baldwin
Duane Davison
Mark Gibson
Jeremiah Gottas
Jeff Kent

District 12: Utah
David Raber

District 90: Morgan Hill
Richard Betancourt
Jeremy Bettencourt
Alex Estrada

Financial Secretary Dan Reding and Rec. Corres. Secretary Jim Sullivan welcome new members Jeff Kent, Jeremiah Gottas, Jeremiah Bakman and Mark Gibson at the May 17 Fairfield District Meeting.

Business Manager Russ Bums and President Fred Herschbach congratulate new members Tim Duck and Jose Cortes at the May 17 Fairfield District Meeting.

International Operating Engineer

is transitioning to an E-magazine format for two of its four annual issues. In other words, the Spring and Fall editions will be regular, print issues mailed to you as they always have been, however, the Summer and Winter editions will be available only online.

All IUOE members must register on www.iuoe.org in order to view the Summer 2011 edition of the new E-magazine.

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[Image 82x519 to 247x620]
In his third step of apprenticeship training, five-year member John Hughes learned an important lesson that wasn’t part of the curriculum:

“Don’t be afraid to go to the doctor,” he said. “They tell you, ‘Hey, don’t miss work. They’ll replace you.’ But it’s better they replace you on the job than to replace you forever.”

Going to the doctor when he did may have saved Hughes’ life. He was diagnosed with stage 3 colon cancer in 2009, and because he caught it early, he was able to fight it, is now in remission and went back to work!

Hughes’ battle began in early 2009, when he started having stomach pains. His boss at the time, Harold Anderson, was very supportive and urged him to get it checked out. When he finally did, Hughes was originally diagnosed with Irritable Bowel Syndrome (IBS).

“I was too young to have anything wrong with my colon,” said Hughes, who was 37 years old at the time.

When his symptoms got worse, he returned to the doctor.

“They ran a lot of tests,” he said, and he was given a colonoscopy. This time, Hughes was told he had stage 3 colon cancer, and the Heavy Duty Repairer (HDR) apprentice eventually had surgery to remove part of his colon.

“When they did that, they had to pull out 24 polyps,” he said. “Only four were in the bloodstream.” If he had waited much longer and the polyps had reached his liver, his odds of survival would have been much worse. In stage 4, there’s only a 10 percent survival rate, while stage 3 has a 25 percent survival rate, he said.

Hughes also underwent chemotherapy, and in February, he was released back to work.

While his professional life is back to “normal” – Hughes is working at Independent Construction’s shop in Concord – his lifestyle has changed quite a bit. Today, he, his wife of 13 years, Jamie, and their three children, Samantha, 18, Branden, 11, and Wyatt, 9, try to eat healthier, as colon cancer can be related to diet. This doesn’t have to be difficult, stresses Hughes, now 39.

“I only eat red meat two or three times a week,” he said. “Mostly [I eat] pork, chicken and fish.”

He also eats a lot of red vegetables, because lycopene – the substance that makes them that color – helps fight cancer, he said.

“I used to eat fast food or hamburgers or whatever I could get my hands on.” Because both he and his wife work and their kids have full schedules, it’s a challenge to eat right all the time.

Their solution has been to plan ahead.

“On Sunday, we prepare meals for the week,” he said. He and his wife still buy some frozen, pre-cooked food, because it’s convenient on busy days, but now, they pick “the better ones,” like healthier lasagnas. Hughes also tries to swim at the gym on a regular basis and participate in cancer-support walks.

Every six months, Hughes goes in for tests and blood work, and once a year, he gets a CAT Scan.

“Everything looks good, but they say it can always come back,” he said.

Hughes’ story is an inspirational one that other operators can learn from. It also shows just how important Local 3’s health benefits are. A disease can hit someone fast, and the costs to fight it can mount even faster.

“My benefits worked excellent,” he said.

The California Active Health and Welfare Plan added a new preventive health program that offers free screenings, promotes early detection and rewards participants with a $200 reduction for each member and spouse in their deductible for a total potential savings of $400 per family. For more information on this, call the Trust Fund Office at (800) 251-5014. It may save your life.


FOR SALE: Remodeled 2 bd/1.5 house on 37-plus acres in Wauneta area, near Bonaparte Lake. Well water, sub-irrigated pastureland, dense forest. Perfect horse or cattle property with plenty of water. Deer, moose, elk sighted. Quiet, secluded, fenced, fenced, firewood, well land. Very clean.

FOR RENT: Condo in Maui, 2 bd/2 ha. Ready to move in or use as a vacation rental. Comes furnished. Ocean-front unit. (707) 747-6727 or vpd12@ 32k.net. Reg# 0782777.

FOR SALE: Royal Deliverance, 22’ fish form. Fastest production boat on the water. Used, 37,000 miles. Aspen wagon adjustable front suspension clip with disc brakes and rear-end and tilt steering. Wiring and minor bodywork needed. Has roll-out outboard engines: $15,000. Trade for four-cylinder 4X4 or 70-73 Camar or other vehicle. 2003 FXD low rider. Has 5,000 miles. Has carb and header. (916) 206-0621.

FOR SALE: Snap-on tool box with tools and an additional set of tools. Tools include torque wrenches, pneumatic tools, most everything you need and up-to-date. Would be perfect for a second- or third-step toolbox. For a second- or third-step toolbox. For a second- or third-step toolbox. For a second- or third-step toolbox. For a second- or third-step toolbox.
Seven-year member Derrel Dickson will be the first to tell you that being a sweeper operator isn’t the most glamorous job, yet it’s an extremely important one.

“You’re the low man on the totem pole, but if a sweeper doesn’t do their job correctly, you can ruin a paving job,” he said.

An inefficient sweeper operator can also slow things down. Eleven-year member Bryan Szeremi, owner/operator for Szeremi Sweeping Service, LLC, has seen up to 15 trucks of asphalt waiting for a sweeper operator to finish prepping the roads.

“Production really depends on how quickly and efficiently a sweeper does his job. He can hold up a whole paving operation,” Dickson said.

All operators know how valuable time and money are to a contractor, so hundreds of thousands of dollars worth of equipment sitting idle is not a good thing.

“It can be kind of stressful,” said Dickson, who works for Golden Interstate.

Sweeper operators control right and left curb brooms, a rear broom, a conveyor switch that raises and lowers them and two to three water switches to provide necessary cleanup before, during and after a job. Proper cleanup is vital. Leftover rocks or gravel can wind up hitting and breaking windshields. When this happens, motorists will complain to Caltrans, which in turn, will fine the company responsible for the job. Muddy, dusty haul roads and freeways can also cost a contractor money.

“If we don’t keep the haul roads clean, the project can get shut down,” said Golden Interstate Sweeper Operator Mike Osmon, who recently worked with Dickson on a job in Galt.

Sweeper operators account for a very small percentage of Local 3’s membership. There are less than 30 throughout the union’s 11 districts in California. Dickson calls them the “unsung heroes.”

“We’re a necessary service, but a lot of times, we’re overseen,” Szeremi said.

Because public-works projects make up about 90 percent of sweepers’ work, “it’s been a really good year for us,” said Dickson. In addition to construction work, sweeper operators also provide neighborhood maintenance.