

ENGINEERS

NEWS

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July 2011

Economy takes a turn for the better

Operators move 5 million yards of dirt for subdivision





PAGE 6



PAGE 21

CONTENTS

News & Notes.....	4
ATPA.....	5
Report & Review	5
Unit 12.....	6
Looking at Labor	7
Damage controlled.....	7
Public Employee News	8
Credit Union	10
Fringe Benefits	11
Record storms can't keep them away ...	12
Rancho Murieta	14
Economy takes a turn for the better	15
Political Perspective.....	18
Tech News.....	18
District Reports.....	19
Meetings and Announcements.....	26
Health News	30
Swap Shop.....	31

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For The Good & Welfare

By Russ Burns, business manager

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 this work, as I am pleased to report that dispatchers are back on a full work schedule.

Our Organizing Department is also ramping up, since, at the time of this writing, we have added 14 new employers and signed 21 new Project Labor Agreements (PLAs) throughout the local.

We have also had some successes (though they have come with long hours) during negotiations with some of our shops, including an entire maintenance of benefits over 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.

Utah's training center gets positive press

At a time when union pensions, and ultimately unions, are being attacked nationwide in the press, it was refreshing to see Local 3's own Utah Operating Engineers Apprenticeship Training Center featured recently in *The Salt Lake Tribune*.

Journalist Peg McEntee spent nearly three hours touring the center and then actually operating the trackhoe. With an obvious sense of pleasure and excitement (new operators may have experienced this on their first time, too), she wrote: "It's tough to make the machine do what I want it to, but my trainer is a patient guy who helps me figure it out. When I do take over, I laugh out loud. This is way too much fun. ... Not long after I left the training center, I had to stop for some roadwork and, newly informed, marveled at the men and women who do this for a living."

McEntee highlights the center in a positive light from an outsider's perspective, which is something her "trainer" Randy Thacker commended.

"It was a good article," Thacker said. "It's a big deal to get them to come out and let the public know how we teach our members" and what it feels like to operate equipment. McEntee learned that "it's not so easy to do."

Thacker, who has been an instructor at the training center for four years, said he loves his job.

"If I can teach one person how to operate a piece of equipment, that makes my whole day," Thacker said. The same is true for Instructor Rick Bringhurst, who also helped with McEntee's tour.



The Salt Lake Tribune journalist Peg McEntee tries her hand at a trackhoe, as Local 3 Trainer Randy Thacker instructs her.

Photo courtesy of Francisco Kjolseth, The Salt Lake Tribune.

Talking Points

By Fred Herschbach, president



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.
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: a.

Answer: b.



News & Notes

By Dan Reding, financial secretary

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 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.



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-4-3/4-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.



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

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.

FIELD PERSPECTIVE: What the members are saying

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



"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



"I agree with them. I do traffic control, and people just don't pay attention."

– Paul Weber, six-year member



"They are good – too much traffic out there to have your mind somewhere else."

– Greg Trapp, 27-year member

No more cones

By Gary Rocha, business representative

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.



Unit 12 Business Rep. Gary Rocha and Unit 12 member Esther Herschbach.



From left: Caltrans Unit 12 members Richard Harmon and Dave Schmitt attend the 21st Annual Workers' Memorial honoring Caltrans members who lost their lives while working along California's highways.



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."

A worthwhile ride

Unit 12 members participate in memorial motorcycle ride

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.



Unit 12 member Joe Stephens poses with his Harley Road King during the Caltrans memorial in April.



Unit 12 member Trevor Evans sits on his Harley after joining more than 90 motorcyclists who rode to the Caltrans memorial to honor workers killed on the job.



Richard Schwegerl, a Marysville District 03 Tree Crew member, joined other Caltrans riders from across the state to honor Caltrans workers killed in the line of duty.



Looking at Labor
By Pete Figueiredo, treasurer

The Taft-Hartley Act

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



R.E.Y. Engineers, Inc. Chief of Party Jeff Cooke.



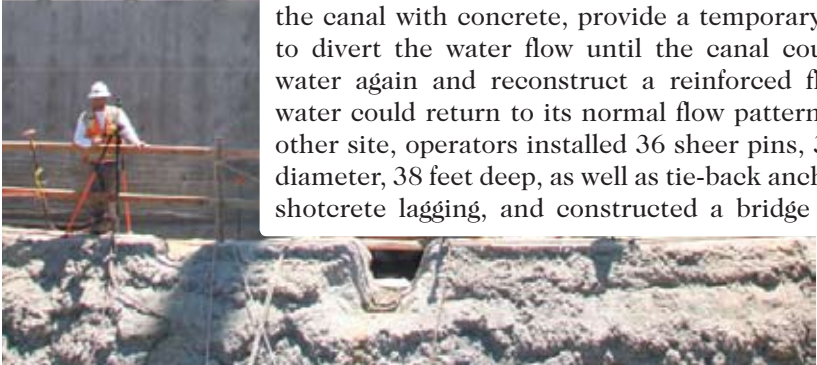
From left: Crane Operator Pat Kearns, Oiler Steven Brown (a second-step apprentice) and Master Mechanic Kenny Pasquetti.

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.





Public Employee News

By Carl Carey, director

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 “spiraling 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 mismanagement. 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-Milius-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 spotlights.



The CEMA Bargaining Committee includes, front row, from left: Amando Cablas, Dolores Morales, Jackie Howe, Michele Anderson and Bernice Smith. Back row, from left: Richard Rapacchietta, Aileen Arellano, Lucy Silva, Philip Chantri, Mark Fink, David Guerrero and Linda Mirch.

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 \$6,000 per student per year for education but spend roughly \$54,000 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.



Credit Union

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

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 \$95 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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Fringe Benefits

By Charlie Warren, director

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)

Honoree: Mickey Sutliff

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 (RMTTC).

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 RMTTC 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.

Record storms can't keep them away

Retirees brave weather for annual picnic



Keeping with tradition, the officers served lunch to the Retirees and their families.



The weather didn't stop 34-year member Chuck O'Dowd and his wife, Evone, from enjoying their time at this year's Retiree Picnic.



From left: Thirty-six-year member Randy Laney and his uncle, 46-year member Jack Lewis, visit with President Fred Herschbach before lunch. Laney and Lewis made the trip in a camper the night before.



From left: Retirees Bob Onate, Clarence Facha and Les Jahasz enjoy good company and good food at the Retiree Picnic.



The Operating Engineers Federal Credit Union (OEFCU) handed out goodie bags and bandanas throughout the day.



Cheryl Boldt came to the Retiree Picnic to see her dad, Donald Boldt, receive a 50-year watch, which he gave to her.



Retiree Norman Martinez and "Pooch" jump puddles to get underneath the tent.



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.



Fifty-seven-year member Jim Melton and his wife, Clarita, salute the flag during the national anthem.



Business Manager Russ Burns talks to 50-year honoree Dale Southern.



From left: Business Manager Russ Burns, member Eric Will, honoree Robert Will and member Michael Will pose for a photo on the stage. Eric and Will are Robert's sons.



Fifty-year member Julio Robles is congratulated by Rec. Corres. Secretary Jim Sullivan and Treasurer Pete Figueiredo.



Fifty-year honoree Joe McCarthy said a few words after being honored for his years of service.

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 overnights included Retiree Don Riggs and his wife, Alice, from Silver City, N.M. The picnic at RMTTC 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!



Rudy and Ernestine Elpel did not let the rain dampen their spirits.



Connie Camarillo poses with her husband, Retiree Albert Camarillo, while staying dry thanks to Target!



Retiree Robert Brown helps his wife, Marilyn, during a game of Bingo, another fun part of the annual Retiree Picnic.



From left: Retirees Earl Kresga and Art Wisterman enjoy full plates of barbecue chicken, tri-tip and chili.



Fifty-year honoree Loren Rodoni shakes hands with Vice President Carl Goff.



Sixty-four-year member Wally Wickum and his wife, Wanda, keep dry in style.



Rancho Murieta Training Center for apprentice to journey-level operators

By Kris Morgan, executive director

Learning is a life-long process – utilize our training center

Operating Engineers’ Rancho Murieta Training Center (RMTTC) 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!

Mechanics Corner

By Dave Bibby, Heavy Duty Repair (HDR) instructor

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 (V Ω Hz) input terminal. Amperage measurements require the red test lead be connected to the Amp (A) or milliamp/microamp (mA/ μ A) 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?



Economy takes a turn for the better

Operators move 5 million yards of dirt for subdivision



Story by Jamie Johnston, associate editor; photos by Dominique Beilke, art director

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



More than 60 operators went to work on Independent Construction's big dirt job in Dublin shortly after it broke ground in May. The numbers were expected to increase, with 70 members needed at the project's peak.

On the cover: Dozer Operator Mark Henderson, left, moves dirt for the next pass, as 657 scraper operators Steve Airola and Jason Airola are pushed by D8 Dozer Operator Lee Chamberlain.

Above: Dozer Operator Daniel Soares gives Armando Magana's 651 scraper a push, as Dozer Operator David Ross turns up the hill to clean up windrows.

“All those numbers will probably grow,” said 10-year member and Foreman Paul Holton. About 70 operators will be 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.



Blade Operator Lloyd McMaster keeps the haul roads clear.



Peterson Mechanic Doug Brecheisen rebuilds a D10 transmission pump.



Apprentice Ramon Ortiz.



Twenty-three Brasher work



Mechanic Larry Gilley takes the cutting edge off a 657 scraper.





Loader Operator Andrece Adams.



A rare site, D10 dozer operators Jeff Sachau and Roger Anderson team up to push Triple 6 Operator Joseph Hiscox.



From left: Gradesetter Sal Ruvalcaba and Foreman Paul Holton review the plans for Independent Construction's big dirt job in Dublin.



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

Scraper Operator Justin Duncan, left, is one of many scraper operators onsite.



-year member Jim is on the sub-drain.



D8 Dozer Operator Dick Fleming.



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.



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.



Graduate Darryl Bond.



From left: Graduate Eric Wilson and President Fred Herschbach.



Political Perspective

By Mark Kyle, director of government affairs and public relations

High-Speed Rail now a reality
Voters knew what they were doing in 2008

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.



From left: URS Corporation surveyors Robert Ray and Brett Daly begin work on High-Speed Rail in District 50.

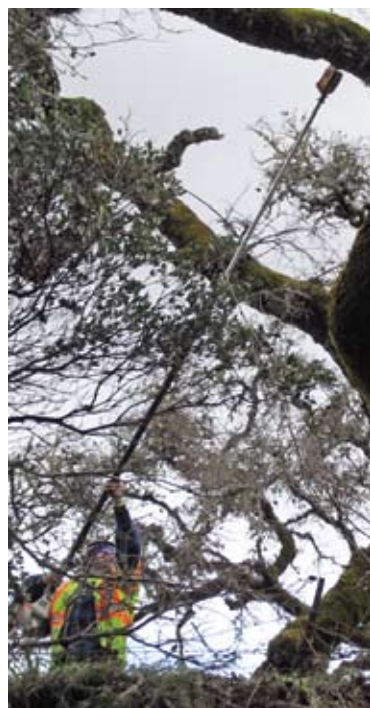
High-Speed Rail is also one of the components of the \$4 billion Transbay Terminal, which is estimated to create nearly 10,000 construction jobs during the 10-year lifetime of the project, part of which includes extending Caltrain and California High-Speed Rail underground from Caltrain's current terminus 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, \$3.6 billion, along with the voter-approved \$9 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.oe3.org to see when and where we need you!

Stay tuned for more information on High-Speed Rail and other politically charged issues.



Member Jeff Leroy uses a chainsaw to cut down a massive oak tree off Hwy. 128.

Unit 12 members remove massive oak tree

Even though 2011 started off as an extremely wet year, it provided a lot of work for our members. Unit 12 members out of the Ukiah, Geyserville, Willits, Boonville, Fort Bragg and Manchester yards performed and monitored several slide repairs. Most of the slides consisted of rocks and mud, but there was also an occasional fallen tree. Our members were on call to keep the roads safe and clear during all hours of the night.

Since our special crews provide tree services, a property owner asked our members to take down an oak tree that was about 1,000 years old, because it posed an imminent threat to traffic. The size of the tree made it a

dangerous job, but the property owner knew that with our members' skills, they could remove it without impacting passing traffic on Hwy. 128 west. The crew strategically removed the tree, section by section, during heavy rain, strong winds and even hail. Member **Jeff Leroy** used the chainsaw during the successful takedown of this massive oak, while members **Tom Costa** and **Craig Watkins** kept traffic going during the process. Thanks for all the work you do to keep our roads safe.

Please note: We will be having Action Training Organizing classes on the third Wednesday of every month. 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.



Member Tom Costa controls traffic, while crewmembers remove an oak tree that threatened passing traffic.

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

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 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 Benacio 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.



King Crane Operator Bob Hawthorne.



District 90's newest members include, from left: California Highway Patrol (CHP) Commercial Vehicle Inspector Specialist (CVIS) Richard Betancourt, URS Corporation Land Surveyor Alex Estrada, Papé Machinery Mechanic Jeremy Bettencourt and Mountain Cascade Apprentice Michael Welsh.

Decommissioning 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 decommissioning job with several complicated aspects. Several of our members have been trained to work around low levels of radioactive material.

Ferma Corp. is decommissioning 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.



Members with J.F. Shea work on the Redway slide on Hwy. 101.

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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.



Sharon and Gary Cunningham pick out a garden stake designed by member Randy Fisher.



Darlene and Mike Cowen look over the raffle prizes.



Thomas Donoho and his daughter, Amara, accept a balloon dog from creator John Walker.



From left: Ted Wyman III and Ted Wyman Jr. enjoy the all-you-can-eat buffet at the May 14 District 60 Breakfast Picnic.



Apprentice Frank Newton participates in the raffle at the May 14 District 60 Breakfast Picnic.



From left: Public employees Cathey Giggich and Sharla Chellis.



From left: Apprentice Robert Coleman gives 18-year member Russell Woods his door-prize ticket.

H-Power expansion project adds third boiler



From left: Member Magnum Jaramillo operates the Manitowoc 18,000 crane, while Gavin Fujita operates the 50-ton hydraulic crane on the H-Power expansion project in Kapolei.

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, it’s 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.

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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.



Josh Lyford



Rodney Taylor



From left: Herb Meyers, Tim Gibbons and Pete Estrada.



From left: Brian Slavich, Steve Hansen and Dean Conard.

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.

Webeor Builders installed four new tower cranes at the University of California, Berkeley stadium for a \$700 million demo and retro 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**.



CEO Lucio Gomez.



HDR Noel Seifert.



HDR Jerry Diaz.

Apprentices earn WCF scholarships

Hopefully, by the time you read this, we've gotten past the unbelievably 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



From left: Sen. Karen Mayne, WCF Vice President Dennis Lloyd, Apprentice James "Eric" Young, Congressman Jim Matheson and WCF CEO Ray Pickup at the Apprentice of the Month ceremony.

was worth the trip, as they were presented with certificates and checks in the amount of \$500 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



Apprentice Rick Castillo, right, helps a student operate a mini-excavator simulator at the 2011 AGC Construction Career Awareness Day on April 29.

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.



Members and their families enjoyed themselves at the District 50 Picnic held May 15 at the Fresno County Sportsmen’s Club.

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.



From left: Members Jonah Harper and Steve Proaps work for J.F. Shea.



Apprentice Chad Talaska and his fishing buddy, Taylor.



Apprentice Greg Conley baits a hook for his fishing buddy, Anjeannette.



From left: Vice President Carl Goff and his fishing buddy, Buearl, caught one of the first fish of the day.



Komatsu WA-600 Loader Operator Gary Smith.



Retiree Buck McConnell and his fishing buddy, Katy, caught a 4-pound bass.

From right: District Rep. Bob Vanderpool, fishing buddies Scott and Megan and Apprentice Alex Vazquez wait patiently for a nibble at the J.F. Shea pond.



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 **Maggiore & 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 Pennngrove picked up a \$500,000 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.

Work also continues on Doyle Drive and at the new Bay Bridge.

At the new Transbay Terminal, **Balfour Beatty** is making headway with the pre-trenching, before the mass excavation starts. Work began on the soil-mix wall in June, with **DND** using a drill rig that has five bits working simultaneously. The job will require street closures, as city traffic is transitioned to trestled roadways crossing the site.

In San Francisco's race for mayor, Local 3 endorsed longtime friend **Leland Yee**. We would appreciate your help with phone banking and precinct walking. San Francisco is a major economic engine for Northern California, and voting for labor-friendly politicians, such as Yee, is critical to making sure work goes union. If you can spare a few hours, please call the Hall.

In San Mateo, work on several San Francisco Public Utilities Commission (SFPUC) projects continues. Mining operations started at the Bay Division Tunnel, and 700 feet of horizontal tunnel is needed to accommodate the Tunnel Boring Machine's (TBM's) tailings-belts assembly. Tailings will come out of the shaft via a vertical belt that will feed a radial stacker. **Granite Construction** was the low bidder on the project to widen the roadway and bridge and replace the pedestrian overcrossing at the state Route 84/Hwy. 101 separation.



Excavator Operator Eric Wood and Skip Loader Operator Rafael Estrella work on the Doyle Drive project for R&L Brosamer.

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Stay hydrated this summer

J&M, Inc. has kept members busy installing a 30-inch water-transmission line near I-80 east of the truck scales. This line travels under I-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 **Suulutaaq** 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.



From left: John DeFreitas, Eddie Pereira, Russ Biglow, Tomas Ruelas and Octavio Ruelas work on J&M, Inc.'s 30-inch water transmission line.

Picnic has record attendance



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.

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&L 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 \$1.7 million slope-repair project on Hwy. 88 in Amador County and a \$1.2 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 \$1 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.

Please attend our District Meeting on Tuesday, Aug. 9 at 7 p.m. to find out about more work going on in the area. Learn about the business of your union and how you can get involved. The meeting is at the Italian Athletic Club (3541 Cherryland Ave.).



Excavator Operator Brandon Archer with Sierra Mountain Construction works on a demo job for the Sonora School District.

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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. **Contri 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.

The District 11 staff reminds our members to be safe this summer. Take the proper precautions when working in the heat, and be sure to stay hydrated. (Mother Nature gave us plenty of water this year!) Wear proper clothing, and use sunscreen when necessary.

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.



Apprentice Danielle Leggett and District 11 Apprenticeship Coordinator Greg Smith attend the prevailing-wage rally at the Capitol in Carson City on May 19.

CONGRATULATIONS

50-year members

Clinton Adams	07/57	Moss Landing, CA	Henry S. Hongo	02/61	Aiea, HI	Alan Peugh	06/61	Pleasanton, CA
Jack Adams	08/61	Fresno, CA	H. Gene Hopper	09/61	Nipomo, CA	Earle W. Pourroy	02/57	N. Las Vegas, NV
Tony D. Amarillas	06/59	San Jose, CA	Otis Hopper	10/61	Corning, CA	Liberato Presto	07/61	Millilani, HI
James T. Anderson	08/55	Oakdale, CA	Charles J. Huff	08/59	Santa Rosa, CA	Jimmie Pugh	11/61	Manteca, CA
Kenneth Anderson	04/61	Santa Rosa, CA	Frank J. Huffman	11/61	Santa Clara, CA	John D. Pugsley	10/50	Vale, OR
Ossie J. Balbini	08/61	Redding, CA	Larry Hughes	09/61	Newark, CA	Donald E. Regnart	07/61	Grants Pass, OR
Jack C. Barba	05/48	Azalea, OR	Clarence Hutcheson	12/51	Klamath, CA	Richard W. Rendall	09/61	Vallejo, CA
David Bardine	09/61	Pioche, NV	Seikichi Ige	12/58	Waipahu, HI	Richard Risso	08/61	Napa, CA
Ronald Barney	12/56	Ferron, UT	Augustine Ikekai	09/60	Waipahu, HI	Julio Robles	11/58	Auburn, CA
George Beltrametti	05/61	Petaluma, CA	Frank W. Isidoro	11/60	Saratoga, CA	Loren E. Rodoni	07/61	Santa Cruz, CA
Jerry Bennett	12/61	Laton, CA	Jack L. Jackson	06/61	Greenville, CA	Hilario Rodriguez	05/60	San Jose, CA
Albert Bess	08/61	Cassel, CA	Sam James	09/61	Wilton, CA	Michael A. Rodriguez	05/57	Martinez, CA
H. Steve Black	08/59	Coquille, OR	Thomas I. Jenkins	09/61	Redding, CA	Leroy Rose	09/61	San Jose, CA
Stephen E. Blanchard	11/60	Wellington, NV	Carl Johnson	09/60	San Pablo, CA	Merrill Rose	09/60	Valley Springs, CA
Donald Boldt	06/48	Elk Grove, CA	Charles E. Jones	11/60	Corning, CA	Jimmy Salacies	11/60	Santa Rosa, CA
Harry L. Bradford	11/60	Stockton, CA	John W. "Bill" Jones	11/61	Antioch, CA	Roland A. Schaffer	12/61	Fernley, NV
Tom Brower	08/61	Turlock, CA	Everett Kaiana	10/59	Kamuela, HI	William D. Schoolcraft	03/59	Greensboro, NC
George W. Brown	02/54	Reedspport, OR	Kiyoshi Kato	04/61	Peral City, HI	David Schooley	12/60	Orangevale, CA
John Brown	01/48	Bend, OR	Ray Kelsay	04/61	Clearlake, CA	Ted A. Scott	10/61	Spanish Fork, UT
Marvin F. Brown	05/61	Valley Springs, CA	Keneth K. Kent	04/61	Lucerne, CA	Philip J. Serpa	03/61	Rio Vista, CA
Rickie Bryan	11/60	Payson, UT	Michael Krawesky	12/61	Concord, CA	George E. Severe	11/61	Pleasanton, CA
Paul Butters	01/57	Wallsburg, UT	William F. Kroeger	11/61	Shady Cove, OR	Bob J. Sheffield	03/59	Madera, CA
Melvin Camat	01/61	Pearl City, HI	Lyle R. Larsen	10/61	Salt Lake City, UT	Michael Smith	04/61	Martinez, CA
Woodie Cargile	11/61	Pittsburg, CA	Kay M. Leishman	08/61	Salt Lake City, UT	Ronald Sousa	11/61	Hayward, CA
William Casalegno	07/61	Soquel, CA	Marshall Lewis	03/61	Empire, CA	Dale Southern	10/59	Sacramento, CA
Danny Casaquit Sr.	07/61	Pearl City, HI	Charles Loftis	11/61	Visalia, CA	Bert Sparks	09/52	Santa Rosa, CA
Donald Case	06/61	Dublin, CA	Donald Long	11/59	Yuba City, CA	Dale R. Strain	04/57	Meridian, ID
Farris Cearley	10/61	Pinole, CA	Walter Long	10/61	Ceres, CA	Harold Stubblefield	07/58	Hanford, CA
William Ceasri	01/61	Piedmont, CA	Ernest Lopez	11/61	White City, OR	Lewis Styczinski	08/61	Dublin, CA
Steve B. Cisneros	06/60	Visalia, CA	Ernest Louaillier	05/61	Hilo, HI	Ed J. Sughrue	11/61	Maxwell, CA
Roy Collier	08/61	Minden, NV	Norman Lund	03/60	Washington, UT	Mickey Suttiff	09/61	Stonyford, CA
Billy Conn	06/58	Clements, CA	Neil A. MacDonald	11/61	Tracy, CA	Owen M. Taylor	09/56	Arvada, CO
Jim Copeland	05/61	Fairfield, CA	Jim Mack	01/61	Oakdale, CA	Donald Teach	11/61	Lucerne, CA
Gerald Corbari	10/61	Santa Clara, CA	Frank E. Martin	02/61	Half Moon Bay, CA	Aldo Teglia	04/61	Reno, NV
Jimmie Ray Corder	08/61	Hollister, CA	John Martinez	01/61	Cupertino, CA	Eugene Thiessen	09/61	Dixon, CA
Cecilio Cortez	11/61	Hollister, CA	Bruce Mason	12/60	Ceres, CA	Daniel Thomas	11/60	Sun Valley, NV
Robert O. Currie	01/61	Redding, CA	Ray H. Mason	11/61	Chewelah, WA	William Thomas	07/57	Reno, NV
Bruno Dal Porto	10/61	Half Moon Bay, CA	Joseph McCarthy	01/61	Hayward, CA	Glenn Treser	11/58	Daly City, CA
Warren G. "Bud" Dally	04/58	Pinehurst, ID	Lloyd McCusker	07/60	Salt Lake City, UT	Walter Trumpp	02/61	San Jose, CA
Robert A. Danner Sr.	06/61	Shady Cove, OR	William McGuire	07/61	Aromas, CA	Rufus Tsuda	03/61	Honolulu, HI
Rex O. Daugherty	04/61	Santa Clara, UT	Claude F. McIntosh	02/61	Durant, OK	Gary W. Venable	07/61	Anderson, CA
Robert DeCarlo	09/61	San Jose, CA	Cecil J. McKinley	07/61	Stockton, CA	Leon Verkist	06/60	Ferndale, WA
Kenneth Dees	09/61	Rio Vista, CA	Morris A. McQuerry	06/61	Live Oak, CA	Manuel Vilche	10/61	Red Bluff, CA
Frank Delfino	11/61	Healdsburg, CA	Robert G. McSorley	05/61	Klamath Falls, OR	Albert Vogel	03/60	Milpitas, CA
Reese Devere	12/58	San Jose, CA	Rolan J. McWilliams	11/61	Redding, CA	Richard Voiles	09/59	Folsom, CA
Gary Dickson	04/61	Martinez, CA	Joe Mendes Jr.	12/58	Jackson, CA	Foster Walker	07/61	Oakdale, CA
Kenneth Doelker	05/60	Redding, CA	Eugene "Bob" Meyer	09/49	Auburn, CA	James J. Walsh	07/49	Fallon, NV
Joe Doll	09/61	Las Vegas, NV	Ray Miessek	04/56	Vallejo, CA	Ray Walters	11/61	Browns Valley, CA
John H. Dotson	09/56	Stockton, CA	Marcello Mondido	04/61	Waimanalo, HI	Buster Warren	11/61	Wilbur, OR
Steve Doughty	03/61	Point Reyes Station, CA	Theo Nakoa	04/61	Honolulu, HI	Carl Wegren	06/61	Reno, NV
James Leon Dunn	11/60	Santa Cruz, CA	Carroll Necaise	05/51	Saucier, MS	Thomas Welch	08/61	Modesto, CA
Bill Dutra	06/61	San Rafael, CA	Dudrowe Nelson	11/61	Santa Rosa, CA	James H. West	07/52	Spring Creek, NV
Charles Dutschke	08/60	Ione, CA	Jerry Nelson	10/61	Crescent City, CA	Virgil L. White	04/61	Westville, FL
Richard Eagen	02/59	Los Gatos, CA	Richard Nelson	10/61	Solvang, CA	Gene Whited	05/60	Cazadero, CA
Al Facer	03/61	Salk Lake City, UT	John B. Norris	08/61	Pagosa Springs, CO	William Whittington	09/58	Quartzsite, AZ
Richard Fargo	07/61	Modesto, CA	James Osburn	07/61	Orland, CA	Robert F. Will	06/61	Alamo, TX
Gordon Ferguson	01/61	Salt Lake City, UT	Charles W. Pacheco	05/61	Fresno, CA	David Woodard	06/60	Orange Park, FL
Charles Ferrier	10/48	Chico, CA	Walter Pacheco	03/61	Half Moon Bay, CA	Douglas Woznick	12/61	Knightsen, CA
Simon Flores	09/61	Visalia, CA	Kent Parker	08/61	Lincoln, CA	Ted E. Wright	08/61	South San Francisco, CA
Floyd H. Fortkamp	08/61	Santa Rosa, CA				Robert N. Zine	08/61	Elverta, CA
Salvador Franco Jr.	05/61	Gilroy, CA						
Earl Froscher	03/56	Bella Vista, CA						
Larry Gandolfo	04/61	Elko, NV						
Darrell Goeden	09/58	North Plains, OR						
Glenn Gramstad	11/61	Alameda, CA						
James E. Gray	03/54	Sacramento, CA						
Ron Guthrie	08/61	Redding, CA						
Harry R. Hammers	03/61	Cottonwood, CA						
William Harlan	05/61	Redding, CA						
Michael Hatch	09/61	Farmington, UT						
Bob Helton	09/59	Round Rock, TX						
James Henderson	04/61	Clarksville, AR						
Bobby J. Henson	05/56	La Grange, CA						
Maurice D. Herlax	06/61	Carson City, NV						
Russell Higgins	11/56	Durham, ME						



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.

Yes! I would like to support the 2011 Operating Engineers Local 3 Scholarship Foundation. Enclosed is my contribution in the amount of:

☐ \$20 ☐ \$50 ☐ \$100 ☐ Other \$ _____

Please note: Anyone who contributes \$20 or more will receive a scholarship pin.

Name: _____

Phone: _____

Address: _____


City: _____

State: _____ Zip: _____


Clip out & mail to:
Jim Sullivan, Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
1620 South Loop Rd., Alameda, CA 94502


Congratulations 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.






Second Place: \$2,000
Nicole Bejar
Daughter of Philip Bejar
Reg# 2540749
San Jose, Calif.





Mitchell Martinez
Son of Mark Martinez
Reg# 2396400
Yuba City, 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 \$250 per person or \$500 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 Rollins Road
- 8th District 04: Fairfield
Fairfield-Suisun Masonic Building
412 Travis Blvd.
- 9th District 30: Stockton
Italian Athletic Club
3541 Cherryland Ave.
- 10th District 50: Fresno
Cedar Lanes
3131 N. Cedar Ave.
- 11th District 90: Morgan Hill
Operating Engineers' Building
325 Digital Drive
- 23rd District 40: Eureka
Best Western Bayshore Inn
3500 Broadway
- 24th District 70: Redding
Operating Engineers' Building
20308 Engineers Lane
- 25th District 60: Oroville
Southside Oroville Community Center
2959 Lower Wyandotte
- 30th District 17: Honolulu
Operating Engineers' Building
1075 Opakapaka St., Kapolei

SEPTEMBER 2011

- 7th District 11: Reno
Operating Engineers' Building
1290 Corporate Blvd.
- 8th District 12: Salt Lake City
IBEW Local 354
3400 W. 2100 S.

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 Murieta Training Center (RMTC) training area, 14738 Cantova Way, Sloughhouse, CA 95683.

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 Kringel	1575996	District 17: Hawaii
Tony Michoff	1571620	District 30: Stockton
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
- 13th District 11: Elko
Construction 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
- 10th District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko
- 29th District 17: Kauai
Meeting: 7 p.m.
Kauai Beach Resort
4331 Kauai Beach Drive, Lihue
- 31st District 17: Kona
Meeting: 7 p.m.
King Kamehameha Kona Beach Hotel
75-5660 Palani Road, Kona

September 2011

- 1st District 17: Hilo
Meeting: 7 p.m.
Hilo ILWU Hall
100 W. Lanikaula St., Hilo
- 2nd District 17: Maui
Meeting: 7 p.m.
Maui Arts and Cultural Center
One Cameron Way, Kahului
- 7th District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko
- 14th District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko

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

District 10: Rohnert Park Picnic Details
Sunday, July 24, 8:30 a.m. to noon
Santa Rosa Veterans' Memorial Building,
1351 Maple Ave., Santa Rosa
Menu: Pancakes, eggs, bacon, sausage,
orange juice and coffee
Cost: Members – \$5; non-members – \$7;
Retirees and children – free
Other: Hot Cakes & Hot Rides: District
10's annual pancake breakfast and car
and motorcycle show

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.





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.



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 REGISTERED**) 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
Krista Graham

District 04: Fairfield
Clay Bushey
Jose Cortes
Tim Duck

District 10: Rohnert Park
Robert Kaehler
Joseph Vera

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

District 12: Utah
David Raber

District 90: Morgan Hill
Richard Betancourt
Jeremy Bettencourt
Alex Estrada



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



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 4 Nevada District Meeting.

DEPARTED MEMBERS

Azama, Larry
Kaneohe, HI
District 17
04-25-11

Backovich, Michael Sr.
Sutter Creek, CA
District 30
04-22-11

Caliboso, Marcelo
Mililani, HI
District 17
04-14-11

Campbell, N
Chico, CA
District 60
04-30-11

Campos, Timo
Sutter Creek, CA
District 30
04-19-11

Chapman, Timothy
Placerville, CA
District 80
04-23-11

Comer, John
Oroville, CA
District 60
04-19-11

Copher, Glenn
Redding, CA
District 70
04-08-11

Cotter, Ralph
Walnut Creek, CA
District 20
05-03-11

Cunha, Walter
Fremont, CA
District 20
04-19-11

Daniels, Robert
Rocklin, CA
District 80
04-19-11

Daugherty, Rex
Santa Clara, UT
District 12
04-23-11

Defaria, D
Orland, CA
District 60
04-11-11

Diaz, Jose
Kings Beach, CA
District 80
03-03-11

Garcia, Joe
Santa Clara, CA
District 90
04-11-11

Gonzalez, Daniel
Hayward, CA
District 20
03-18-11

Goodnight, Robert
San Jose, CA
District 90
04-15-11

Hampton, Thurmon
Fernley, NV
District 11
05-04-11

Harn, Gerald
Soquel, CA
District 90
05-08-11

Hernandez, Lupe
Sunnyvale, CA
District 90
04-22-11

Holmes, Alex
Vallejo, CA
District 04
03-23-11

Jibson, Calvin
Gooding, ID
District 99
04-13-11

Kahele, Francis
Kurtistown, HI
District 17
04-23-11

Kerr, James
Vacaville, CA
District 04
03-26-11

Leach, William
Olivehurst, CA
District 60
03-21-11

McCarthy, Dennis
Santa Rosa, CA
District 10
04-14-11

McPherson, Brett
Napa, CA
District 04
04-13-11

Mendoza, Antonio
Visalia, CA
District 50
04-05-11

Necoechea, Gene
Santa Rosa, CA
District 10
04-24-11

Nelson, Dudrowe
Santa Rosa, CA
District 10
03-08-11

Okinaga, James
Waipahu, HI
District 17
04-17-11

Pedretti, Charles
Benicia, CA
District 04
04-17-11

Perreira, Frank
Kaneohe, HI
District 17
03-28-11

Reed, Russell
Vacaville, CA
District 04
05-12-11

Robinson, Ronald
Modesto, CA
District 30
03-23-11

Rodriquez, William
Los Banos, CA
District 50
03-23-11

Rubke, Harold
Youngtown, AZ
District 99
04-18-11

Ruffner, Leroy
Carson City, NV
District 11
04-09-11

Schoolcraft, William
Greensboro, NC
District 99
04-09-11

Silva, Gabriel
Lawai, HI
District 17
03-14-11

Smith, Michael
Martinez, CA
District 20
04-10-11

Stevens, Robert
Carson City, NV
District 11
03-31-11

Westmoreland, Roy
Libby, MT
District 99
04-06-11

Whitaker, Harry
Pleasanton, CA
District 20
04-06-11

Womack, Michael
Gridley, CA
District 60
05-09-11

DECEASED DEPENDENTS

Anders, Barbara.
Wife of Anders,
Wilburn
3-23-11

Anderson, Evalyne.
Wife of Anderson,
Raymond (dec)
04-13-11

Andrade, Jeanne.
Wife of Andrade, Neal
04-14-11

Bergau, Keanu.
Grandson of Bergau,
Ephraim
04-08-11

Eisenmann-Nagle,
Mary.
Wife of Nagle, Samuel
(dec)
03-18-11

Erkeneff, Helen.
Wife of Erkeneff, Nick
(dec)
04-11-11

Hendrickson, Betty.
Wife of Hendrickson,
Eddie (dec)
04-12-11

Honda, Sueno.
Wife of Honda, Takao
04-01-11

Horner, Edna.
Wife of Horner, R.B.
(dec)
04-02-11

Hughes, Johnnie.
Wife of Hughes, O.D.
(dec)
04-22-11

Kerbow, Doreen.
Wife of Kerbow, James
(dec)
04-28-11

Leonard, Jean.
Wife of Leonard,
Donald (dec)
04-12-11

Maddox, Beverly.
Wife of Maddox,
Warren
04-17-11

McCann, Laruella.
Wife of McCann,
Warren (dec)
04-16-11

Narramore, Donna.
Wife of Narramore,
Sammy
04-11-11

Patterson, Olga.
Wife of Patterson,
Denzil (dec)
04-23-11

Schulte, Juanita.
Wife of Schulte, Donald
(dec)
04-01-11

Shiflet, Willene.
Wife of Shiflet, Hughie
(dec)
05-02-11

Shodahl, Ruby.
Wife of Shodahl,
William (dec)
04-27-11

Silva, Dianne.
Wife of Silva, Robert
04-01-11

Silveira, Loraine.
Wife of Silveira, Jesse
(dec)
03-01-11

Trefethen, Mary.
Wife of Trefethen,
Clinton
03-13-11

Uehara, Bertha.
Wife of Uehara,
Noboru
03-28-11

Vandyke, Irene.
Wife of Vandyke, Ernest
(dec)
04-14-11

Apprentice beats colon cancer; returns to work

HDR credits early detection for survival

By Jamie Johnston, associate editor

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.



Third-step HDR Apprentice John Hughes works on a piece of equipment at Independent Construction's shop in Concord.

Swap Shop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate. Please notify the office if your item has been sold. Business-related offerings are not eligible for inclusion in Swap Shop. *Engineers News* reserves the right to edit ads. Deadline 1st of the month. Will run the following month. Limit two ads per issue.

To place an ad, type or print legibly and mail to:

Operating Engineers
Local Union No. 3
3920 Lennane Dr.
Sacramento, CA 95834
ATTN: Swap Shop*

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

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

Or e-mail to:
jjohnston@oe3.org

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

FOR SALE: Double wide 1,400-square-foot, 2 bd/2 ba manufactured home on one acre with security, 8-foot fence and two remote gates in Parhump, Nev., 65 miles from Las Vegas; about 10 miles from California. Trees, private backyard, hot tub. Large RV cover, 20X80X14, and a double car day shade. Under \$90,000. (775) 537-7119 or (208) 520-2515 or prrsharon@aol.com. Reg# 0336937.

FOR SALE: 302A John Deere Tractor. Bucket in front, hydraulic tilt on scraper and rippers, safety cab; set up for backhoe; has reconditioned heads, heavy-duty pump for backhoe, new valves, injectors, diesel fuel pump, booster pump and starter, good tires. Ready to go to work. \$9,500 OBO. Will take smaller tractor in trade. (916) 991-1530. Reg# 0486196.

FOR SALE: 1928 five-window coupe Model A Ford. Restored. 76,000 miles. \$12,500. (916) 991-1530. Reg# 0486196.

FOR SALE: Smith & Wesson 357 magnum. Stainless. Has a 7-1/2-inch barrel. Model# 686-A. Excellent condition. \$650. (530) 370-6310 or (530) 520-8078. Reg# 1965512.

FOR SALE: 2006 Harley Road King. Only 2,450 miles. Has \$28,000 invested; asking \$15,000. haybyler@comcast.net or (831) 345-3838. Reg# 2363729.

FOR SALE OR TRADE: 1990 20-foot ski Centurion Falcon Bow Rider Elite, by FineLine,

Tru-Trac Dyna Drive, Ford 351 Indmar Inboard engine, Teak swim deck with Zieman tandem axle trailer. Very clean. Less than 130 hours. Like new. (707) 287-5574. Reg# 1974006.

FOR SALE: Four BF Goodrich all-terrain T/A 33-inch-by-12.5-inch-by-16.5-inch, 98 percent. Four 16.5-inch-by-12-inch 8-lug aluminum wheels. Two 31-inch-by-10.5-inch-by-16.5 tires, 97 percent. Two 16.5-inch-by-10-inch aluminum wheels 8 lug. \$450 for all OBO. (916) 487-2201. Reg# 2046985.

FOR SALE: 2001 Rexhall Vision motor home; 36 feet long, wide body, Class A, 8.3-liter Cummins Diesel pusher, 55,000 miles. Two ACs, 5,500-watt propane generator. Ten-foot slide out, living room slides out 40 inches. 2,500-watt prosine trusine wave inverter. 60-gallon diesel fuel tank; 10-12 mpg. \$40,000 OBO. (707) 344-3191 or (707) 678-2071. Reg# 2047734.

FOR SALE: Pfaff 7560 sewing/embroidery machine. Seven design cards, two hoops to include largest hoop, all books and manuals hardly used, 35 utility stitches with six buttonholes, five scallops, 10 ornamental stitches, five cross stitches, five hem stitches, 15 leaves and blossoms, 20 borders, five decorative patterns, four alphabets. \$500. (209) 745-2574 or (209) 747-3733. Reg# 1825078.

FOR SALE: Snap-On ratchet 1 inch along with handle. Comes with reducer from 1 inch to 3/4 inch and a couple of 1-inch sockets, 1-1/8 inch to 1-1/16 inch. \$400 for all. (209) 956-1705. Reg# 2487038.

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

FOR SALE: Forks for loader backhoe. Perfect condition with weld on hooks. \$650 (new at Case Pwr: \$1,400). (209) 480-4787. Reg# 1555295.

FOR SALE: 1988 Elite motor home, 36 feet. Good condition. 66,176 miles, engine rebuilt and new heads at 62,000. Powered by 460 Ford motor home. Built on John Deere truck chassis with tag axle and air bags. Complete remodel in 2009. Wood floors. Electric fireplace. Extras. \$12,500 or trade for smaller class A

motor home of equal value. Reno area. Call Mike at (702) 308-6096 or (916) 660-6815. Reg# 1989919.

FOR SALE: 2006 Athens Park Royal Mobile Home located in Elko, Nev. trailer park. Unit can be kept in park or relocated and is in good condition with some work needed. \$19,900. (New, these units go for \$70,000.) Call Gig or Susan at (775) 738-8071 or John at (866) 259-6630. Reg# 2553692.

FOR SALE: 2007 Fat Boy Softtail Harley Davidson motorcycle, 6 speed, 96 engine, has windshield, engine guard and leather saddle bags. Great condition. 15,000 miles. \$15,000. Call John at (209) 966-7905. Reg# 1413853.

FOR SALE: Motor home, 1992 Safari 36.5 feet wide, body Ivory Edition. 250 Cummins diesel engine. Allison Transmission. Honda generator. Too many extras to list. Excellent condition. 123,816 miles. (559) 515-6939 or john.elms@att.net. Reg# 1466918.

FOR SALE: Remodeled 2 bd/1.5 ba homestead on 37-plus acres in Wauconda area, near Bonaparte Lake. Rolling hills, small pond, sub-irrigated pastureland, dense forest. Perfect horse or cattle property with plenty of water. Deer, moose, elk sighted. Quiet, secluded, fenced, cross-fenced. Hot tub, detached garage, pole barn, tack room, hay sheds with power, RV storage. Okanogan Highlands, Wash. \$265,000. (509) 486-0830. Reg# 1770647.

FOR SALE: Rare rifle: Remington model “B” 722 in 257 roberts caliber in excellent condition with dies and brass. \$825 OBO. Will shoot 1/4 inch. (208) 734-5540 or lj3845@gmail.com. Reg# 1121987.

FOR SALE: More than 150 copies of True West, Frontier Times, Old West and Bad Man. magazines from 1962 to 1978. Good condition; some new. \$1 each. Also: Hollywood Machine shop metallic cartridge reloading press; all steel. Will take standard shell holders. Like new. \$100 and freight. (208) 734-5540 or lj3845@gmail.com. Reg# 1121987.

FOR SALE: Two new rocker recliners. Cream leather. \$500 each OBO. Call Tony at (209) 786-2736 or (209) 986-3320. Reg# 1144803.

FOR SALE: 2006 Toyota Tundra. Double cab, 2wd, 4.7 V8, 32,500 miles. New Michelin tires, hard Tonneau

cover (secure with lock), retractable, parking sensors, running boards, plus SR5 package and power rear window. Excellent condition. \$19,000. Can e-mail photos. (707) 998-3518. Reg# 2093048.

FOR SALE: 1989 Wilderness Cimarron 26-foot self-contained travel trailer. Clean inside and out. Must see. \$3,900. (209) 835-4529. Reg# 0758368.

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

WANTED: 24-foot, 8-foot-wide, low-ride storage trailer. (209) 743-6881. Reg# 2060192.

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

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

FOR SALE: 1937 Plymouth coupe. Installed RV 360, 727, Aspen wagon adjustable front suspension clip with disc brakes and rear-end and tilt steering. Wiring and minor bodywork needed. Has roll-out front windshield. \$9,000 or trade for four-cylinder 4X4 or '70-'73 Camaro or other item. (209) 247-3012 or (209) 524-5821. Reg# 1075510.

FOR SALE: 1991 GMC Syclone. Fastest production vehicle produced in 1991. All-wheel drive. 34,000 miles. New BFGs. Paint needs attention. \$14,000 or will trade for other item. (209) 247-3012 or (209) 524-5821. Reg# 1075510.

FOR SALE: Royal Deliverance, room refrigerated portable air conditioner. Manual and remote controls. All related equipment; exhaust tube for hot air. All in perfect condition. \$150. Call Ken at (510) 215-7040 or e-mail lafrance@prodigy.net. Reg# 1219576.

FOR SALE: Milwaukie heavy-duty electric chainsaw, 16-inch tool bar, one new chain, one spare sharp chain. Good condition with very few hours. \$150. Also: 100 feet of heavy-duty electric cord. Excellent condition. \$100.

Call Ken at (510) 215-7040 or e-mail lafrance@prodigy.net. Reg# 1219576.

FOR SALE: Gaited mare. BR River Dancer. 5-year-old certified/reg. Kentucky Mt Saddle Horse from old bloodlines. Black. 15h tall. Greenbroke to harness and saddle. Has 45 days professional driving training. Has been on several camping trips. Will high-line and hobble. Curious about new things. Very calm, friendly. Can fox-trot, saddle-rack, trot, canter and more. \$5,000. Call Melody at (707) 498-4341 or tlpoff@att.net. Reg# 2035197.

FOR SALE: 1986 27-foot Allegro motor home. Sleeps six. Private bedroom in rear. 4,000-watt Oman generator. Microwave; stove with oven. Dominic refrigerator. 5 years old; about 7,500 miles. Air conditioner. Very clean. Must see to appreciate. Can send pictures. (510) 656-2739 or ddavid71@comcast.net. Reg# 1754883.

FOR SALE: 1990 Chevy pickup SS 454. Has 65,000 miles. Short bed fleet side. \$15,000. (925) 256-0621. Reg# 2380910.

FOR SALE: 1985 Harley Davidson FXRS-SP. Has 33,000 miles, new carburetor, header, heads and cam. It's fast. \$10,000. Also: 2003 FXD low rider. Has 5,000 miles. Has carb and header. \$10,000. (925) 256-0621. Reg# 2380910.

FOR SALE: X25 and X135 low-range sonar: \$50 and \$150. E.Z. steer motor connector for outboard-to-outboard engines: \$100 (new: \$249). Trailer dolly: \$40. Trolling plate for 50 hp to 150 hp motor: \$50 (new: \$110). New ST 185/80 R-13 Goodyear radial trailer tire: \$65 (paid \$90). New 15 hp Johnson engine cover: \$75. New boat windshield 12-by-23: \$75. Skil saw HD77 worm drive: \$60. (831) 637-2464. Reg# 1586184.

FOR SALE: 1967 Willys Jeep. Looks good, runs good. Been under cover. Will throw in a 1988 Ford Bronco. Will run. \$3,000. In Utah. (435) 864-3493. Reg# 1359602.

FOR SALE: Snap-on tool box with tools and an additional sidebox toolbox, also with tools. Tools include torque wrenches, pneumatic tools, most everything you need and up-to-date. Would be perfect for a second- or third-step mechanic apprentice hoping to save money by not having to buy brand-new tools. For all: \$10,000 OBO. (925) 449-1457. Reg# 2018086.

Sweeping the nation

Sweeper operators provide necessary service

By Jamie Johnston, associate editor

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



Sweeper Operator Mike Osmon works for Golden Interstate.

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.



Some of Local 3's sweeper operators include, front row, from left: Bryan Szeremi, Joe McCarty, Tim Lause and John Schimpf. Back row, from left: Scott Galloway, Victor Olmos, Derrel Dickson (also below), Kenny Frechette and Mel Brookins.

Sweeper Operator Donny Wylie.

