

OPERATING ENGINEERS LOCAL UNION NO. 3

ENGINEERS

NEWS

Vol. 69, #8

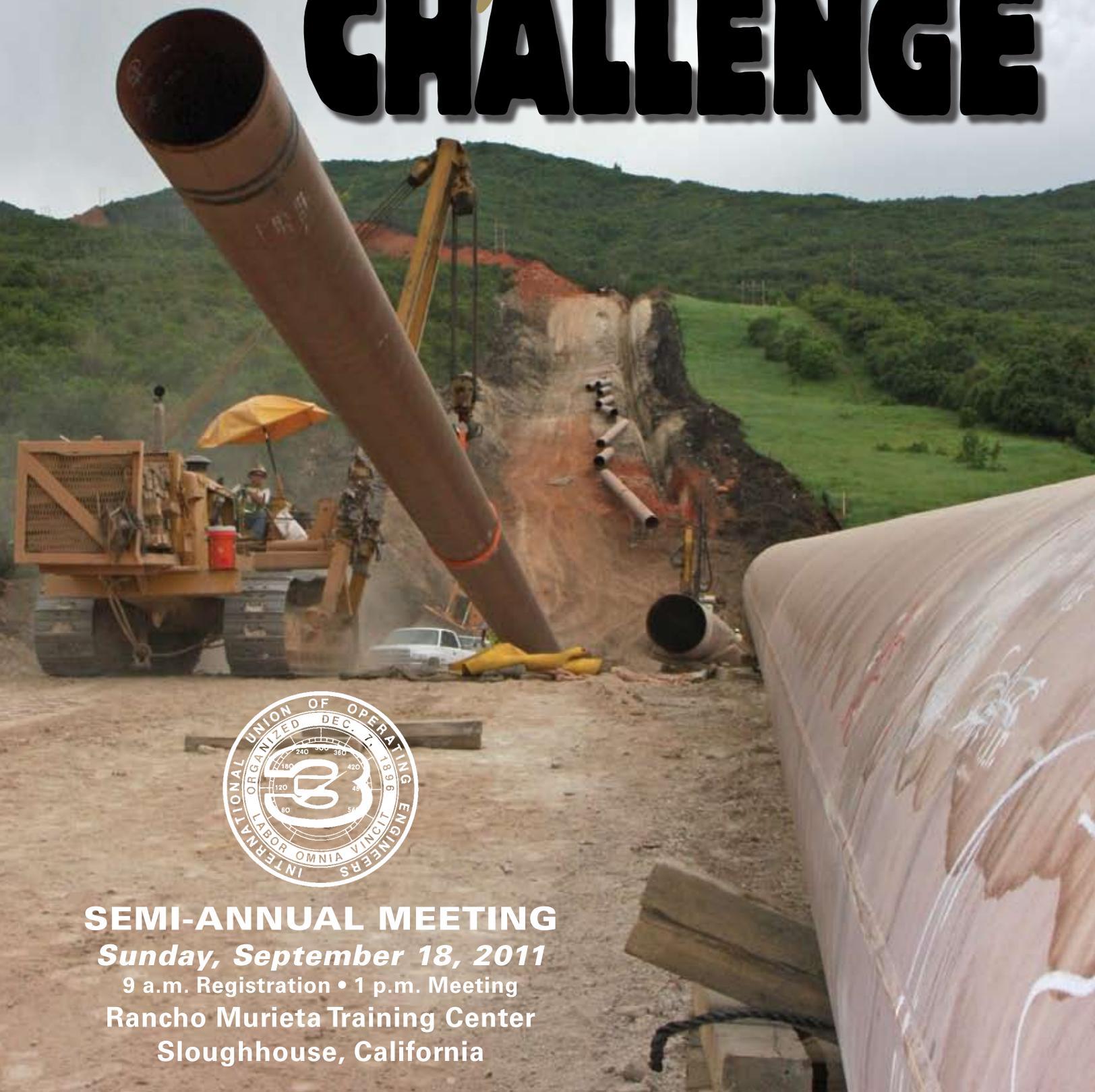
August 2011

OPERATING ENGINEERS

LOCAL 3

up to the

CHALLENGE



SEMI-ANNUAL MEETING
Sunday, September 18, 2011
9 a.m. Registration • 1 p.m. Meeting
Rancho Murieta Training Center
Sloughouse, California



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For The Good & Welfare

By Russ Burns, business manager

Union membership is an asset

I think we can all agree that times are interesting right now. We experienced record-breaking storms and cooler temperatures in June (we all wore heavy rain gear for the Retiree Picnic), only to bake in triple-digit heat in July. Gas prices and the fluctuating market economy are just as unpredictable, yet economists are always willing to forecast what lies ahead (recent reports tout a 6 percent increase in construction during the rest of this year and into the next).

The political climate is just as volatile with a new and extreme GOP candidate jumping into the presidential race just about every day, while Obama fights the national debt-ceiling debate. Prevailing wage is constantly under attack in Washington, D.C., and state and local governments continue to battle budget deficits. (See page 9 for information on a recent public-employee negotiations victory.) And in our union households, I know we are facing our own battles with finances.

I am happy to report, however, that our work hours are improving (especially if this crazy weather stays dry) and that the recently passed California budget does hold some good benefits for our industry despite some of the cuts in transportation. The budget earmarks \$13.9 billion in state, federal and bond funding for transportation that includes \$4.2 billion for the operation and maintenance of roads and rail and \$9.7 billion for infrastructure projects. High-Speed Rail, which we've supported since its inception and through my position on the High-Speed Rail Authority Board, has been given the "go-ahead" with \$155.2 million for 2011-2012 to continue work on its design (our own surveyors are aiding these efforts).

The Bay Area continues to be a jackpot for projects. I urge those of you willing to travel to give District 20 and District 01 a call and get your names on the out-of-work lists in those areas. Work in Nevada (state-funded projects), Utah (pipeline work and paving) and Hawaii (rehabilitation, restoration and subdivisions) also continues to improve.

The recent, slight decline in gas prices has also been a positive, especially since these usually rise in the summer. This relief may be why our picnics this season have been well-attended, and I thank you for making the effort to join your union brothers and sisters in fellowship.

Speaking of this, the Semi-Annual Meeting is next month, Sept. 18, so mark your calendars now. Details can be found on page 15. We will have our usual attractions – great food, kids' booths and health vendors – so don't miss it.

Regarding health, recent changes to our Health and Welfare plans have caused a few questions for you, especially about our Retirees' prescription-drug plan. Please see Vice President Carl Goff's column for more information about these changes. Anytime there are changes made to a plan, questions and concerns are bound to arise. As always, we promise to provide you the answers you need and can reassure you that even with these changes (and certain cost increases), there are benefits (take for instance, the Preventive Care Program). The plans for our entire membership (active and retired) remain top-notch, and they will remain that way as long as we take the proper measures to safeguard them, while also taking care of ourselves (for more on this, see the Health News story on page 30).

In the end, this union exists and was founded to take care of its members by keeping your wages and benefits respectable and protected. Thousands of studies prove that organized workers provide tremendous benefits to the areas they work in through economic activity, tax revenue and successful job completion. Your role as a union member is an asset to the contractor you work for and the community you work in. Don't forget that. Let's stay together in the ongoing battle to educate the public and the politicians on this important fact. Come to the next Semi-Annual Meeting to learn more on how we can do this.

Weather heats up; so do paving projects

As news of June's unusually wet weather all but dried up, stories about July's 100-plus-degree temperatures blossomed. And so did the work picture.

Crews anxiously awaiting a break in the weather jumped at the chance to get to work. Like this month's temperatures are expected to be, paving projects are especially hot in District 60, as crews work on Hwy. 70 at various locations. The *Appeal-Democrat* covered repair and resurfacing work on the highway from the E Street Bridge to the McGowan Parkway interchange (an \$8.9 million project awarded to Teichert) as well as upcoming work through Marysville (one project is estimated at \$35 million). The *Chico Enterprise-Record* highlighted Caltrans work on Hwy. 70 at Yankee Hill.

Engineers News caught yet another paving crew taking advantage of the warmer weather to finish a tie-in at Detlow Road. The job is done, but work for this Knife River crew is not. District 60 Business Rep. Jeff Hunerlach said the company has several projects scheduled this summer, so be on the lookout, and watch the temperature. Dehydration can quickly lead to heat stroke.



Skip Loader Operator
Nick Springer.



Roller Operator Merle
Salvador.



Screed Operator William Manle and Paver Operator Rob Roux finish a tie-in on Hwy. 70 at Detlow Road.

Talking Points

By Fred Herschbach, president



What are we leaving our future generation?

I would like to take this opportunity to thank the members for their patience. Everyone across the nation, no matter their occupation, has had to cut back on something, whether it's food, gas, clothes, etc., and this local is no different.

We have made cutbacks in staff-training, office supplies, gas and utilities. All districts in our four-state jurisdiction have had to work short-handed, and for the most part, the membership has been understanding. We thank you for this. And we will get past this.

To do this, we must hold our political leaders accountable. I don't know if any of you watched the Republican debate in mid June, but it was definitely an eye-opener. When the candidates were asked about their stances on unions and right-to-work states, each one of them voiced anti-union opinions. Unbelievable! And they wonder why they won't get elected.

It never ceases to amaze me that when things get tough, the first thing people focus on is labor – how much money we make and how they want to take it away. It's never mentioned how we work in sub-zero temperatures, 120-degree heat and everything in between. It's never mentioned how dangerous our jobs are (how many construction and Caltrans workers get killed every year). Now, Republican legislators are attempting to peel back child-labor laws. For example, New Jersey, Maine and Wisconsin recently passed legislation that no longer limits the hours worked by 16-year-olds. Don't get me wrong: I believe in working hard, but to have a 16-year-old working 40 to 80 hours a week is way over the top.

I have mentioned before that we need to stand shoulder to shoulder and be union. That includes preserving what our Retirees worked for – wages, fringes and safe working conditions.

Trust me when I say: They're coming. Some people who see an opening or a weakness will try to take advantage of the times we're in today. No need to let a good crisis go to waste. Speaking of crises, Political Commentator Rachel Maddow has a commercial out now, where she is at the Hoover Dam talking about how our grandparents and great-grandparents left us these great structures knowing that future generations would use them and prosper from them, including highway and water systems, subways, etc. She asks: "What are we leaving our future generation?" The dams built decades ago won't last forever. The infrastructure put in place decades ago is coming apart at the seams. Let's do something positive like our predecessors did, so we can leave our grandchildren and children a better life instead of this mounting debt. We need to work. That is absolutely what we need.

High-Speed Rail is a perfect opportunity for a legacy. It's positive all the way around. It will provide thousands of jobs and the rebuilding of bridges, infrastructure and levee systems, etc. There are a lot of projects like this one that we could do, but unfortunately, there isn't the political will to make it happen.

To change that, we must get educated on politics and get actively involved. Watch the political landscape, because 2012 will be a barn-burner. My gut tells me that President Obama wants to do the right thing, and given enough time, he can probably make it happen. I am not so confident about the Republican Party right now. For any relationship to work, there must be give and take, and it seems like Republicans are all take and no give.

Stay tuned; be safe. See you at next month's Semi-Annual.



From left: Mechanics Dan Harrington and Greg Lehman.

Talking trash

Members find steady employment,

Story and photos by Jamie Johnston, associate editor

It may smell bad, but working at Recology in San Francisco is actually a sweet job! That's why just about everyone who works at the garbage-recycling center has been there for years, if not decades.

Dozer Operator Raul Zamora has worked there for 25 years, while Dozer Operator Jason Feldman has been there for 21.

Welder/Mechanic Peter Bross started at Recology 24 years ago. "They [originally] sent me here for two weeks," he said and laughed. Today, he's the mechanic foreman.

These Local 3 members credit the year-round work as part of the draw – the facility operates 24 hours a day/seven days a week, rain or shine. But for Loader Operator Troy Fogleman, the biggest lure is being able to do something that benefits the environment.

Recology prides itself on a "waste zero" commitment to recycle everything possible, including green waste, which is composted, and cement, which is sorted into "bad grade" and "good grade" that companies can use in future projects. Plastics, wood and paper are sorted and prepared for reuse. Household items in good repair, like headboards and chairs, are sent to charity. Even the springs in discarded mattresses are reused. Only true trash is transported to a landfill. According to the company, about 77 percent of San Francisco's waste is recycled – that's the best landfill-avoided rate for any large city in the United States.



Operator Moises Oropeza.



Operator Darryl Jones.



Operator Dan Hall.



Operator Ray Sbrana.



Operator Jason Feldman.



Operator Troy Fogleman.



Mechanic Sang Le.



Welder/Mechanic Peter Bross.



Member James Peterson works in the tire shop.



Lube Tech Dennis Bermani.



Mechanic Dean Taylor.



Operator Enrique Vallejo.



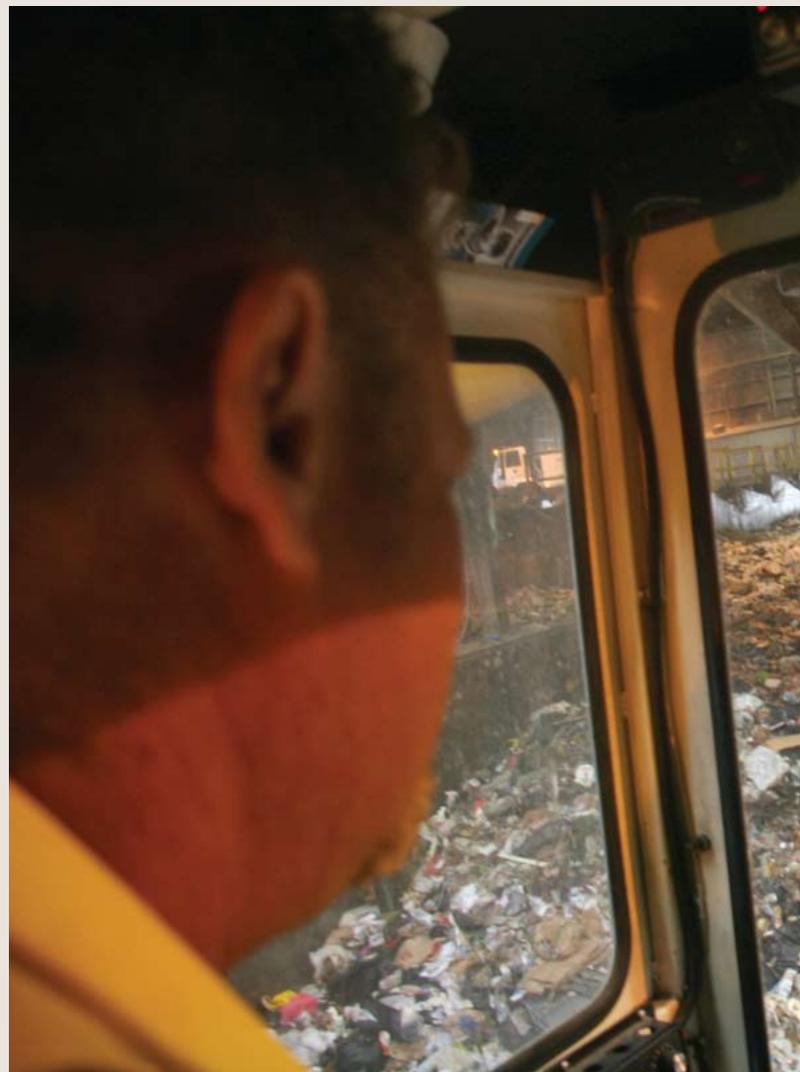
Lube Tech Chris Yorgensen.



Mechanic Manuel Gray.



Mechanic Bill Bianchi.



Dozer Operator Raul Zamora, right, pushes trash dumped in the transfer station toward Operator Brad Parres, so he can easily load it into trucks.

benefits at Recology



“It’s neat to be able to make a difference,” said Fogleman.

For a special few, working at Recology also means being able to work with family.

That’s the case for brothers Brad and Ray Parres Jr. – third-generation Operating Engineers working at the facility. Their father, Ray Parres Sr., was a proud

50-year member who worked at the disposal site before he died in 2009, and their grandfather, Martin Casey, who joined Local 3 in 1941, helped build the facility.

Recology has been a part of the family for a long time, and in that time, the company has come a long way.

“When I started here, everything was put in a landfill. Now, everything is recycled,” said Brad, a 25-year member and District 01 Executive Board member. “My dad used to say you could build and furnish a whole house with things found here.”

Brad, a shop steward, and his father worked at the landfill together for eight years. Today, Brad works in the transfer station, and his brother, a four-year member, operates a loader in the public-dumping area.

Also keeping it in the family is Mechanic Manual Gray, who works with his son, Jerry Gray, and Operator Ray Sbrana, who works with his brother-in-law, Operator Tom Mazzola. Sbrana said he became friends with Mazzola through work and eventually introduced him to his sister. The couple got married and now have two children.

Sbrana’s father worked at Recology as a Teamster.

“Everybody here takes pride in what they do,” Sbrana said. “They know what they have here.”

Looks like the facility recycles a good work ethic too!

The only drawback to working at Recology is the smell, but over time, operators say they get used to it.

“I don’t even notice it anymore,” said member James Peterson, who has changed tires on “anything that has wheels on it” for the past five years. Being close to home, making a good wage and having benefits offset the challenging environment, especially now, since he became a father six months ago.

Employees also receive shares in the company.

“I really like working here,” said Operator Darryl Jones, who has worked at Recology for 14 years. “It’s honest work for good pay.”



Loader Operator Ray Parres Jr. separates some of the larger items from the public-dumping area, so they can be sorted by hand and recycled.



Loader Operator Ed Guinn works at Recology’s concrete yard, where leftover concrete is recycled and later reused in construction projects.

Union takes steps to combat worker fatalities

Only a few months after the Caltrans Workers' Memorial was held on the steps of the state Capitol to honor the Caltrans workers' lives lost in the line of duty, three more workers were struck and killed while on the job.

According to the Federal Highway Administration, in 2008 alone, there were 720 work-zone fatalities nationally. In addition, there have been more than 40,000 injuries in work zones. Due to these astounding figures, Operating Engineers has taken the following actions to seek a solution:

- In 1990, the first Caltrans Workers' Memorial was held.
- In 2002, SRC 105 passed, which dedicated a bridge in Sacramento as the Caltrans Maintenance Worker Memorial Bridge. This was the first time the state memorialized the death of Caltrans workers with highway markers or dedications and Local 3's first step toward raising public awareness for road-worker safety.
- Also in 2002, SB 1984 was signed into law. The first of its kind, this bill gave enhanced death benefits to Unit 12 members who were killed in the course of their duties. Additionally, this bill provided the California Public Employees' Retirement System (CalPERS') special death benefit for Caltrans Bargaining Unit 12 workers who die as the result of an injury on the job.
- In 2005, at the request of the Operating Engineers, a memorial plaque was placed in Sacramento's Capitol Park.
- In 2008, SB 1509, sponsored by the Operating Engineers, was signed into law. This bill focused on establishing and increasing the punishment for the assault and battery of highway workers and established a new crime of battery against a state highway worker. In more detail, this bill imposed a fine of no more than \$2,000, jail time of up to one year, or both when a state highway worker is put in danger by a motorist while on the job.
- In 2009, SB 240, also sponsored by the Operating Engineers, was signed into law. This bill, known as the "Move Over Bill," requires motorists to safely move over one lane or slow to a reasonable speed when approaching a stationary, marked Department of Transportation vehicle that is displaying its flashing amber warning lights.

Immediately after the news of the recent deaths, State Bargaining Unit 12 Director Tim Neep flew to San Diego to meet with the Caltrans district director and the head of maintenance to ask for a "safety stand down," to pull all District 11 employees off duty and have them report to the yard. At the safety stand down, Caltrans sought input from workers regarding safety, reviewed safety protocol and offered grievance counseling.

Since the stand down, Caltrans has launched a statewide freeway safety campaign with digital billboards urging drivers to move over, since it's now the law.

It continues to be the union's goal and challenge to find successful ways to combat the high statistics of injury and death to our members. As more measures are taken, the information will be reported to you. Until then, please work safely.



Organizing

Local 3 organizes new engineering/surveying company

The Operating Engineers Local 3 Organizing and Technical Engineers departments are pleased to welcome Chaudhary & Associates, Inc.

Chaudhary was founded in 1976 by Kailash C. Chaudhary. After he retired, his son, Arvin Chaudhary, took over as president and CEO. The company is based in Napa but works throughout California performing all aspects of engineering and surveying services.

Chaudhary is currently working with Webcor Builders on the Transbay Terminal in San Francisco along with a variety of other public (including Caltrans) and private work.

Chaudhary offers a complete range of modern, cost-effective land surveying, civil engineering and construction-management services. Chaudhary became a signatory employer in early May and had seven new field surveyors join as members of Local 3.

Chaudhary & Associates, Inc. and its new members are a welcome addition to the Operating Engineers family.

Go paperless

Engineers News online option available

Members who would rather read their award-winning *Engineers News* online instead of receiving it in the mail, can go paperless. This format will save the union printing and mail costs and will cut down on waste.

If interested, please send an e-mail to gopaperless@oe3.org with your name, mailing address and union registration number.

Join our online users

We invite you to join us on the Web. By registering on our Members Only website, you'll have access to important, confidential information. Visit www.oe3.org to get started.

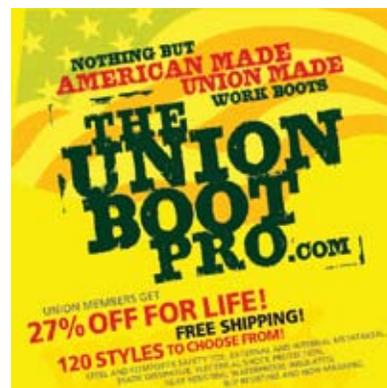
Please also join our E-mail Campaign. E-mail us at subscribe@oe3.org and we'll send you up-to-the-minute information regarding upcoming elections and political events, district meetings, job actions and important legislation. We will continue to use "snail mail," but through e-mail, we can communicate faster and cheaper about the things that matter! Be the first to know what's going on in *your* union. Don't get left behind.

Buying American-made just got easier

Work boots sold at major discount for Local 3 members

Union Boot Pro is offering great American-made, union-made boots at a discounted price to Local 3 members. The company's grassroots efforts hope to rebuild our economy by encouraging Americans to buy American when possible. "Our guarantee: We believe the work boots we sell are America's best," claims the company.

Visit www.oe3.org to receive the discount code. And please remember to buy American whenever possible.





Looking at Labor

By Pete Figueiredo, treasurer

Country still affected by Reagan's war on labor

Continuing our look at the last 80 or so years in U.S. labor law and how it affects our union in 2011, we must move on from the Landrum-Griffin Act of 1959 to the next major shift in U.S. policy, beginning in 1980 under the presidency of Ronald Reagan, who was one of the most anti-labor presidents in U.S. history.

Until Reagan, no GOP president had attempted to challenge labor's strong legal standing, gained while President Franklin D. Roosevelt held office in the mid 1930s.

Some will point out that Reagan had been president of the Screen Actors Guild to "prove" his pro-worker stance, but in fact, he was notoriously pro-management, leading the way to a strike-ending agreement in 1959 that greatly weakened the actors' union. Reagan ultimately resigned from that position under membership pressure before his term ended.

Reagan's war on labor took wings in the summer of 1981, when he fired 13,000 striking air-traffic controllers and destroyed their union. As *The Washington Post* columnist Harold Meyerson noted, that was "an unambiguous signal that employers need feel little or no obligation to their workers, and employers got that message loud and clear – illegally firing workers who sought to unionize, replacing permanent employees who could collect benefits with temps who could not, shipping factories and jobs abroad."

Reagan gave union adversaries direct control of the federal agencies originally designed to protect and further the rights and interests of workers and their unions.

Reagan appointed three management representatives to the five-member National Labor Relations Board (NLRB), which oversees union-representation elections and labor-management bargaining, including chairman Donald Dotson. Dotson believed that "unionized labor relations have been the major contributors to the decline and failure of once-healthy industries," and caused "destruction of individual freedom." While he served as NLRB chairman, a House subcommittee found the board abandoned its legal obligation to promote collective bargaining in what amounted to "a betrayal of American workers."

The NLRB settled only about half as many complaints of employers' illegal actions than during the previous administration of Democrat Jimmy Carter. Those that were settled upheld employers in three-fourths of the cases. Even under Republican Richard Nixon, employers won only about one-third of the time.

Most of the complaints were against employers who responded to organizing drives by illegally firing union supporters. The employers knew that under Reagan, the NLRB was taking an average of three years to rule on complaints and generally did no more than order the discharged unionists reinstated with back pay. Companies found that option much cheaper than operating under union contracts.

The board began a practice that is continued today of stalling on petitions from workers seeking union-representation elections and commonly dragged their feet another year or two after such votes before certifying winning campaigns. Under Reagan, employers were allowed to permanently replace workers who dared exercise their legal right to strike.

Reagan's Labor Department was as one-sided as the NLRB. It should have been called the Anti-Labor Department, because it virtually ignored, for instance, the union-busting consultants hired by many employers to fend off unionization. Very few consultants and those who hired them were asked for the financial-disclosure statements the law demands. Yet all unions were required to file the statements that could be used to their opponents' advantage. And though the department cut its overall budget by more than 10 percent, it increased the budget for such union-busting activities by almost 40 percent.

Union-busting was only one segment of Reagan's anti-labor policy. He attempted to lower the minimum wage for younger workers, tried to ease the child-labor and anti-sweatshop laws, pushed to tax fringe benefits and cut back on job-training programs for the unemployed. He also tried to replace thousands of federal employees with temporary workers who would not have civil-service or union protections.

The Reagan Administration seriously undermined worker safety. It closed one-third of the Occupational Safety and Health Administration (OSHA) field offices, while trimming its staff by more than one-fourth and decreasing the number of penalties assessed against employers by almost three-fourths.

Rather than enforce the law, the administration sought "voluntary compliance" from employers on safety matters. The administration had tilted job-safety laws in favor of employers so much that many union safety experts found the laws virtually useless.

Look for more on this topic next month.

FIELD PERSPECTIVE: What the members are saying

*Do you think the economy/
work picture is improving?*



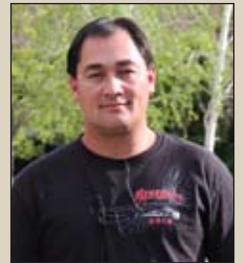
"It seems like it is."

– Jim Cashen, nine-year member



"I think it's going to turn around. It's slow, but compared to last year, it's turning around a little bit at a time, and that's better than nothing."

– Darryl Stirlen, nine-year member



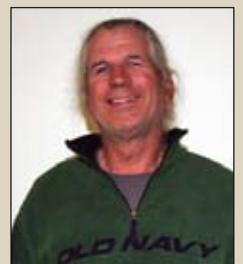
"I would like to think so. Everyone keeps saying there is a lot of work on the books, but the weather is holding it up."

– Don Ogawa, 12-year member



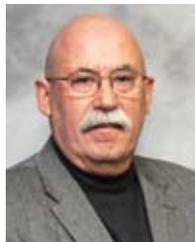
"I think it's creeping up. It's not going to rocket up. It's going to crawl up like a snail."

– Victor Castelo, seven-year member



"We have more work this year ... and that's an encouraging sign."

– Robert Trent, 11-year member



Public Employee News

By Carl Carey, director

There is a solution

For the past several months, we have all been hearing that public employees are the cause of our financial crises, because they are overpaid and have extravagant benefits. Newspaper editorials are full of these stories, and politicians proffer this same rhetoric for their own gain. The general public, for the most part, has not been exposed to the other side of the story.

As a result of this, there are some who have called for the reduction of salary and benefits, pension reform and the elimination of collective bargaining rights for public employees. The mantra has been that because of those bargaining rights, we cannot attain the reduction and reform we so badly need.

This is furthest from the truth. One's ability to sit down with an employer and mutually agree upon hours, wages and other working conditions has been a long-standing right of public employees. The right to organize and collectively bargain goes back to the times of our forefathers. But this is not going to be a history lesson. Instead, I want to give current examples of how labor and management have come together. Because of the collective bargaining system – not in spite of it – agreements have been reached and solutions found that have gone a long way toward solving the economic issues we now face.

Since 2005, the city of Antioch and its employees have gotten together and discussed the city's financial concerns. Over the past several years, the city's financial health has deteriorated, and as a result, labor and management came up with some solutions to the city's problems. These dealt with retirement reform, salary freezes, furloughs and the employees agreeing to contribute more to their retirement, just to name a few. The city of Fremont has also taken the high road, sitting down with its employees and respective union representatives and finding solutions to the city's financial concerns. Through the collective bargaining process, the employees

of the city of Rio Vista have done the same, agreeing to concessions and furloughs.

Recently, the members of the County Employees' Management Association (CEMA) went before the Santa Clara County Board of Supervisors to explain that CEMA is not invisible and just a cost to the county, but is a very active, concerned group that wants to be part of the solution. Through the association representatives utilizing the collective bargaining process, both parties came to an agreement that would allow the county to realize a \$27 million savings. This was done at a time when CEMA was in the middle of a two-year contract. (CEMA could have told the county it didn't want to open its contract and discuss concessions.) For more on this story, read Business Rep. Prudence Slaathaug's column on page 9.

These are just a few of the many examples where public employees have met with their employers and been able to reach an agreement on issues that save them money. A lot of these solutions were brought forth by the employees themselves. I recently attended a city council meeting where employees got up and offered ideas on how the city could save money, an action that led the mayor to thank the employees for their concern and creativity – yet another collaborative effort between management and employees.

If only all political entities could see that it is the meeting of minds, management and labor alike that create the solutions to the issues we all now face. Labor relations are a vital part of running a city, county, district or any other governmental agency. Without it, the services we have dedicated our lives to supplying suffer.

In a time where there is so much negativity floating around, it raises my spirit to hear that there is a solution out there. Solutions that can be found by labor and management, through the collective bargaining process, bring us closer to financial stability.

'Fiscal emergency' 10 years in the making

By Bill Pope, business representative

Hundreds of neighborhood leaders and city employees joined forces in the rain on May 24 at a rally outside San Jose City Hall to protest proposed cuts to neighborhood services and Mayor Chuck Reed's plan to declare a fiscal emergency that could lead to a ballot measure on pension limits.

Rally participants also testified at an evening budget hearing that the city has been blaming its financial woes on employee costs instead of exploring other ways to fill a \$115 million budget gap and bring in new revenue.



Local 3 member Gary Roberts attends a rally outside San Jose City Hall to protest proposed cuts to local services.

The rally cry of "neighborhoods first," along with familiar union chants, was aimed at showing city officials that the community and city workers were united in opposing proposed cuts that include closing branch libraries four days a week, slashing funds for youth programs and eliminating the jobs of 195 police officers and 64 firefighters.

"The council needs to start putting neighborhoods first and not pitting the community against each other," said Cindy Chavez, former City Council member and executive officer of the South Bay Labor Council.

At a community budget meeting held recently across San Jose, Reed identified escalating pension costs as the primary driver of 10 years of budget deficits. This year, the cost is \$63 million, and it is expected to climb to \$400 million in five years.

Reed's cost-cutting plan includes capping the city's contribution to retirement benefits for new employees, raising the retirement age to 60 for public-safety workers and 65 for other employees and raising the eligibility for Retiree health-care benefits.

The City Council will vote on declaring a fiscal and public-safety emergency and pension reform proposals, the first step in crafting a November ballot measure to limit retirement benefits and require voter approval of all increases to those benefits until the emergency has passed and cuts to services have been restored.

CEMA takes action

By Prudence Slaathaug, business representative

Middle managers never found it necessary to flood the Santa Clara County Board of Supervisors' chambers until recently, when Supervisor George Shirakawa called for the disproportionate elimination of County Employees' Management Association (CEMA) jobs in favor of positions in other bargaining units. To make matters worse, applause erupted from the audience.

CEMA members attended a county meeting because of a matter involving the County Probation Department and were stunned by Shirakawa's remarks. It was apparent that the influence of other bargaining units on the Board of Supervisors posed a real threat to CEMA members' job security.

CEMA staff wasted no time in rising to the occasion to defend our members; however, it was clear that without an equal demonstration by our broader membership, the Board of Supervisors would continue its politically charged strategy of pandering to the large, vocal bargaining units that routinely packed the board chambers.

It was under these intense circumstances that members of the CEMA Executive Board decided to target the June 14 meeting to make sure the board was aware that CEMA members are just as committed and united as other employee groups. Thus began an all-out effort to inform our members about what happened and the need to be visible and vocal at the board level.

These organizing efforts followed more than a year of monthly meetings at multiple sites around the county with members preparing for contract negotiations amid the worst budget crisis in county history. Trainings were held on the fundamentals of collective bargaining, and active members came together for strategy sessions and to assess member needs. A Bay Area public relations firm was engaged to help craft a message that would resonate with members, the Board of Supervisors and the broader community amid the assault on public employees. Every resource from Operating Engineers was brought to bear on the challenge that was anticipated in the negotiation process.

At the same time, the CEMA Executive Board authorized the bargaining team to develop a two-prong approach to negotiating the contract: One approach was "quick and dirty," while the other was designed to resolve long-standing issues in a lengthy "collaborative, interest-based process." Shortly after a "no-support" comment from Shirakawa and facing a deteriorating

fiscal and budgetary climate, the CEMA bargaining team decided to fast-track the process and submitted a four-point proposal directly to County Executive Jeff Smith on June 8. The proposal was designed to address the majority of a budget-shortfall target by increasing employee contributions to the retirement system. By doing so, the proposal could withstand public scrutiny and meet the membership goals of preserving the salary rate and benefit structure.



CEMA members attended the June 14 Board of Supervisors meeting in full force.

Communication back and forth began on the contract, while a large showing at the June Board of Supervisors meeting was organized with buses scheduled to transport members from Social Services, the county hospital and the Berger Drive Government Center. No one knew exactly what to expect, since CEMA members had never taken such a far-reaching step into the political arena.

Yet, on June 14, more than 350 CEMA members flowed into the board chambers. Attendance was so high that members overflowed into an adjacent room. When it

was time to speak, I asked all CEMA members to stand, and the entire room rose. More than 20 members delivered impassioned presentations, explaining to supervisors the immense work that CEMA members do. They provided details outlining their commitment to public service and their dedication to serving the county and its residents.

Thanks to these testimonies, the Board of Supervisors have a much better sense of what CEMA members bring to their careers as dedicated and responsive public servants.

The showing of CEMA members was unprecedented, and the message was clear: "CEMA members are part of the solution," which sharply contrasted with the raucous, noisy demonstrations of other bargaining units. It was an impressive, professional and appropriate representation of CEMA and its members.

The next day, CEMA and the county reached a tentative agreement (well in advance of the expiration of the contract) in order to mitigate the effects of concessions.

According to member Peter Claus: "This is historic."

CEMA will never be overlooked or taken for granted by the Board of Supervisors again. Executive managers have a new-found respect for the ability of CEMA to quickly mount a response to job-security threats. Never again will there be applause at the suggestion that CEMA jobs are "expendable."



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.

What's in a (nick)name?

Butter. Bacon. Potato. No, these aren't ingredients for a soup – these are actually nicknames of members we've run into on jobsites or met at training centers.

Then there are the non-food nicknames, like Hippy, Scooter, Legs and Racer.

And of course there are nicknames that are shortened forms of a first name, like Bob for Robert, Jimmy for James, Jack for John and Betty for Elizabeth.

Our culture likes to shorten and simplify, so nicknames make sense. Our industry lingo is also full of shortened words (take for instance the skippy, fergy and Cat).

But nicknames have been around since the early 1300s, derived from the Old English word *ekename*, meaning additional name. The definition still “sticks” today (no pun intended).

Some nicknames are brought about through an incident that stays with a person long after those who witnessed it are gone. For instance, a kid may wreck his bike and then be known as Crash for the rest of his days. Some people prefer nicknames over their birth names simply because they don't like what they were named, and some people hate their nicknames but cannot escape them. Member Millard Sturgeon, best known as “Pineapple,” said, “I got it in the third grade, and it has stuck.”

We've come across hundreds of names in Local 3 that warrant a story – some funny, some sad and some just plain strange. Do you have one? What's your nickname and the story behind it? E-mail us at mmcmillen@oe3.org or call us at (916) 993-2047, ext. 2505.



Millard “Pineapple” Sturgeon, a member since 1972, got his nickname in the third grade.



Credit Union

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

Balance: Another member benefit

Operating Engineers Federal Credit Union (OEFUCU) is dedicated to helping you realize your financial goals – reducing your debt, saving for higher education, buying your first home or planning for retirement – which is why we'd like to re-introduce you to one of the benefits of membership: The Balance financial fitness program.

Through Balance, you have access to free, confidential, unbiased money-management information and assistance. All you have to do is make a toll-free phone call. Balance counselors can answer many of your questions immediately – from how long an item stays on your credit report to whether it's better to lease or buy a car. For more complex issues, such as debt elimination or budget development, an appointment will be scheduled – giving you the personal attention you need to meet your objectives.

As a member, you'll have free access to Balance's financial education programs. For example, the following is an excerpt regarding budgeting from one of Balance's newsletters, *Quick Tips*:

You created a budget. You set goals. You vowed to pay off your debt and save. But in practice, things don't work out quite the way you planned. Maybe your savings account is empty at the end of the month. Maybe you used your credit card a little more than you wanted to. What should you do? Instead of being discouraged, look at it as a temporary setback. By re-examining your plan and making a few adjustments, you can succeed! Ask yourself four basic questions:

How realistic is your plan?

One of the most common reasons for failure is unrealistic expectations. For example, perhaps you only allocated \$25 a month for food because you thought you could live solely off of Ramen noodles and rice. A few days of this diet and you probably realized this is not sustainable. Take a good look at goals that you have not been able to achieve on a regular basis, and decide if you can achieve them in the future. If you can't, make changes and set new benchmarks that are more realistic. Don't forget about the importance of spending less than you earn and saving. If you increase some expenses and are facing a budget shortfall, look for other expenses that you can reduce.

Is there anything you forgot to account for the first time around?

It is not unusual for people to forget to account for something when they first set goals. Periodic expenses, such as gifts, vacations, car repairs or insurance are often the culprit. Then, when they pop up, you don't have the money for them. Incorporate anything you forgot the first time around into your financial plan. You may want to review a budgeting worksheet so you don't leave anything out.

Are there any triggers you can avoid?

Just like you may avoid going to a bakery or a buffet when you are on a diet, when you are on a budget, there may be places you want to avoid. For example, if you cannot leave a bookstore without a handful of books, you may want to order what you need online. If your trigger cannot be avoided, consider bringing only the cash you need and leaving the credit cards at home.

What can you do to motivate yourself?

Put pictures of your goals on your refrigerator, give yourself a small reward for being successful, think about the negative things that can happen if you don't stick with your plan and ask friends and family members to encourage you. What will make controlling your finances easier to bear?

Re-evaluating and making adjustments is a process, not a one-time action. As life goes on, you will face new challenges and make new goals. Just remember that with dedication, you can survive and thrive financially, no matter what comes your way.

This is just one example of how Balance can assist you. Find out more by calling (888) 456-2227. Counselors are available Monday through Thursday, 5 a.m. to 8 p.m.; Friday, from 5 a.m. to 5 p.m. and Saturday, from 8 a.m. to 5 p.m. PST. You can also visit www.balancepro.net for more information. We recognize that money concerns have a serious effect on our quality of life. Through this partnership, you have access to the very best professional guidance, so you can achieve financial security faster than you ever thought possible.

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

On the catwalk

Surveyors do it all on Bay Bridge

Members preparing to lay the single cable that will support the entire eastern span of the Bay Bridge don't have the luxury of an elevator or an airplane to get to their work location, which towers 500 feet above the San Francisco Bay. The solution, or rather the mode of transportation, is 600-foot-long catwalks made of wire mesh panels. One of these catwalks, which looks like an amusement-park ride as it looms above the water, covered the front page of the Bay's *Morning Report*. According to the article, "The [catwalk] work precedes the span's main cable, set for October."

Local 3's own Dave Adams, survey manager for American Bridge/Flour Joint Venture (JV), photographed some of the awe-inspiring images. His survey crew has been responsible for the line and grade control of the bridge since the project's inception and is performing set-up work, such as containing and guiding the main cable as it wraps around Pier W-2 on Yerba Buena Island.

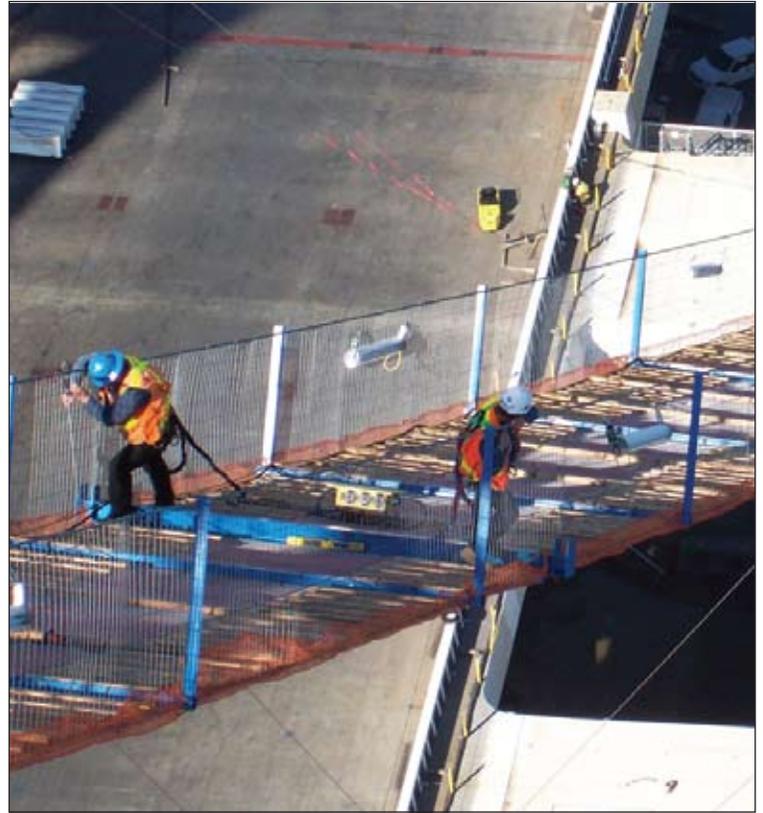
Adams attributes his photography skills to his "all-access pass" to great views. However, we think it may have more to do with his fine surveyor's eye!

Adams calls his department the "Bureau of Line and Grade," which currently includes party chiefs Jim Allen and Teri Dennis and chainmen apprentices Mike Bonnici and Steve Smith.

Photos courtesy of member Dave Adams.



From left: Party chiefs Teri Dennis and Jim Allen check elevations on the top of the T1 tower, lift No. 4.



Chainmen apprentices Mike Bonnici and Steve Smith survey the catwalk.

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*APR=Annual Percentage Rate. Rate reflects a 0.500% discount for 20% down payment and a 0.250% discount for Member Rewards. Must meet the following requirements to qualify for Member Rewards: must be signed up for eStatements, make at least 10 checking account ATM/debit transactions per month, and have direct deposit or automatic bill pay. Rate is for terms up to 60 months. Rates and terms are subject to change without notice. On approved credit. Up to 100% of Kelly Blue Book Value or MSRP plus tax, license and MBI. Not to exceed purchase price. **Refinancing at this promotional rate does not apply to current OEFCU loans.



Pin recipients honored

Local 3 members reach milestones every day, whether it's retirement, journey-level advancement or years of service. This month, we honor our service-pin recipients.*

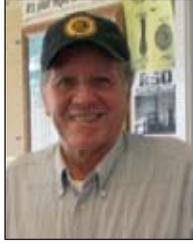
These pins are given in recognition of years of union service. They are given in five-year increments from 25

through 70 years. If you have not received your pin, call your district office, and a business agent will be happy to get you one.

The following photos are also available online at www.oe3.org.



Larry Agnew,
40 years



George Anderson,
30 years



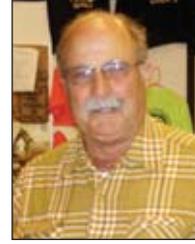
Ray Anderson,
25 years



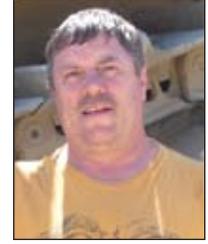
Paul Basquez,
45 years



Walter Batchelor,
30 years



Ronald Beck,
45 years



Ken Boggs,
25 years



Cindy Chapin,
30 years



Jim Copeland,
50 years



Gary Cowell,
30 years



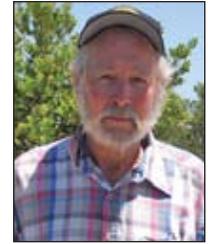
Leo Cullen,
40 years



James R. Davis,
25 years



Ken Dees,
50 years



Frank Delfino,
50 years



Michael Farrell,
30 years



Cary Foster,
25 years



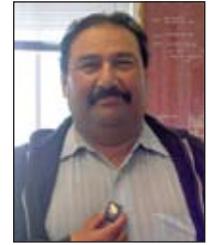
Ralph Gonzalez, 25 years,
and Jesus Vasquez, 30 years



James "Jim" Gray,
50 years



Brian Hamilton,
35 years



Ed Haro,
30 years



Sam Horner,
30 years



Robert Hunter,
50 years



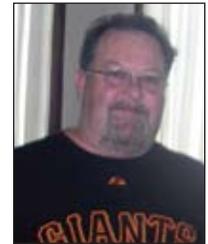
Kay Leishman, 50 years, and
Lloyd McCusker, 50 years



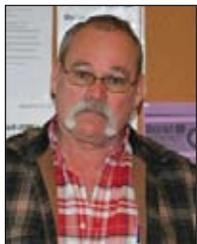
Jim Lucas,
45 years



Norman Lund,
50 years



Vern March,
30 years



Glen Moore,
35 years



John Mozzini,
30 years



Lennie Nave,
30 years



James Osburn,
50 years



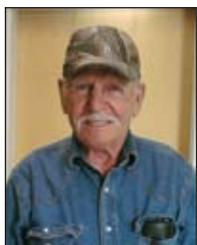
Kent Parker,
50 years



H.L. Patterson,
25 years



Richard Peterson,
50 years



Donald Scales,
40 years



Leonard Simmons,
45 years



John Small,
60 years



Mark Smith,
25 years



Fred Solari,
35 years



Ed Sughrue,
50 years



Robert Thacker,
25 years



A step-by-step guide to step-therapy

Step-therapy – the name alone is causing much confusion for a number of our Retirees who take prescription drugs.

Starting July 1, a step-therapy program was put in place to assist our members in managing their health and make our prescription plan more affordable.

Our plans are subject to the tremendous pressures of rising health-care costs in this country and the loss of hours paid into both the active and Pensioned Health and Welfare Funds. We are always looking for ways to take care of members' health needs and save money at the same time. Any savings we can obtain is money in your back pocket.

During our recent round of Retiree Meetings, there were many questions regarding our prescription program through CVS/Caremark. Step-therapy was the issue that drew the most questions. The PPI-drug coverage also raised questions. It will be discussed in future editions of *Engineers News*.

As you know from recent Trust Fund notices, step-therapy affects four different drug classes. I would like to discuss a couple of them:

Many of our members take Celebrex as prescribed by their doctor for a number of different conditions. Celebrex is one of the prescription drugs that is subject to the new step-therapy requirements. If you have never tried one of the generic medications proposed as an alternative, speak with your doctor to see if your condition could be treated by taking an alternative drug. If you have already tried alternative medications and they caused an adverse reaction or did not work, your doctor should contact CVS to obtain authorization to keep you on Celebrex. (Any appeals must first go through CVS, then through our claims-appeal process and then to our Board of Trustees.)

Statin prescription drugs are also included in the step-therapy program. So, for example, can you still take Lipitor? The answer is yes, if your doctor provides the proper authorization to CVS.

Is it possible that a different medication will work just as well? Yes. Check with your doctor. He or she might agree that a generic equivalent will provide just as much benefit.

Let me make this clear to all our Retirees and active members: Your relationship with your doctor is very important to us. We will not have anything compromise that relationship. We are in no way trying to control the medications you want to take. You are free to make any choice you want about your prescriptions. Just know that some choices may cost more.

Through the step-therapy program, your health will be well served and the medication, in many instances, will cost less for you and the Plan. Remember: We are looking first to keep you healthy and, if possible, save money for you and the Plan at the same time.

Changes to our plans are always in our thoughts and discussions as officers and Trustees. Future changes will be discussed at this month's Board of Trustees meeting to benefit our plans and, most importantly, our membership. Stay tuned.



Harry Borges,
40 years



Edward Burns,
55 years



Robert Casey,
30 years



William Ceasri,
50 years



James Leon Dunn,
50 years



Rodger Eliason, 55 years, Russ McCray, 40 years,
and Jess Vincent, 60 years



Al "Legs" Facer,
50 years



Paul Harris,
35 years



Mike Hattam,
25 years



Gerald Hicks,
45 years



Bill Hoover,
25 years



Lino Martini,
40 years



Harold Maxwell,
45 years



Ray Miessek,
50 years



Pete Mondot,
25 years



Rick Pollock,
25 years



Suresh Prasad,
30 years



Scott Pritchett,
25 years



Rich Risso,
50 years



Eugene Thiessen,
50 years



Felix Torres,
35 years



Joe Villalobos,
40 years



Gene Whited,
50 years

*Please note: These are not all the pin recipients.



Rancho Murieta Training Center for apprentice to journey-level operators

By Tammy Castillo, director of apprenticeship

Women's conference draws national support

The 10th Annual Women Building California and the Nation conference held in Oakland, Calif. from April 30 to May 1 was a huge success. The conference usually attracts about 400 women in construction, but this year, the conference included “the Nation,” attracting more than 600 participants from all over the country, including Alaska, Illinois, Maryland, New York, Oregon and Tennessee. There were even participants from Canada, so next year the conference may expand to include “the world.”

I arrived before the event started to set up two simulators for participants to use in one of the training sessions and am happy to report that the Rancho Murieta Training Center's (RMTC's) contribution made the conference that much more successful. Our particular session was very popular! Special thanks to apprenticeship coordinators Debra Carrell and Holly Brown for attending. Workshop sessions included trade caucuses with other crafts, such as the Carpenters,



Women Building California and the Nation participants included, from left: Members Lisa R. Anderson, Kristi Tuemmler, Director of Apprenticeship Tammy Castillo and member Ashleigh Hodoh.

Ironworkers and electricians.

Beyond the training sessions, several informational booths were set up, including a “Rosie the Riveter” historical booth, complete with photos of some of the original women workers in the Richmond shipyards. After the start of World War II, the Richmond shipyards employed Local 3 members from the recently amalgamated local (1939). Many of these women are considered the first organized “women in construction,” as they helped build these ships.

Such history involving women in the Building Trades is the very foundation this conference is built on. To expand upon this tradition, the conference is held to bring more women into the trades and offer them skills, resources and support.

Stay tuned for information on next year's conference. It may very well include the world!

Mechanics Corner

By Dave Bibby, Heavy Duty Repair (HDR) instructor

Multimeters continued

Multimeters are used as a diagnostic tool to check electrical circuits for voltage, amperage and resistance.

A multimeter is also used to check for electrolysis in the cooling system. Electrolysis is a destructive force that has the potential to damage the cooling-system components. The coolant acts as the catalyst and conductor, just like the electrolyte in a battery. As time passes, the coolant begins to decompose and becomes acidic. As the cooling system becomes exposed to an increasingly stronger electrolyte, ion movement begins (electrolysis).

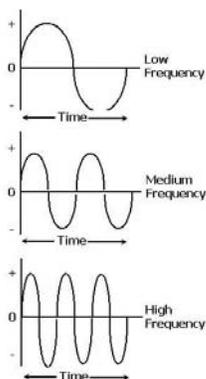
Electrolysis can also be caused by poor grounds and the generation of static electricity elsewhere in the vehicle. Grounding problems can stem from improperly installed aftermarket accessories or improper vehicle-damage repairs.

To check for electrolysis, set the multimeter to the DC voltage scale, with the engine and all systems turned off. Attach the negative test lead to the negative battery post and dip the positive test lead in the coolant. Generally, a voltage reading below 0.3 volts is considered normal; a voltage reading of 0.3 volts or above indicates electrolysis.

To detect a suspected grounding problem, perform the test described above, but read the AC and the DC voltage. Continue to monitor the multimeter as the engine is started and with all accessories on. Again, a reading above 0.3 volts indicates a problem. If a reading is indicated on the AC scale, the problem is due to static

electricity. To isolate the problem, keep the engine running with all accessories on; turn off one accessory at a time until the voltage drops. This will indicate which individual circuit has the problem.

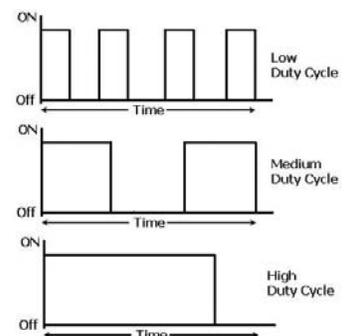
Another test that can be performed is frequency measurement. Frequency is the number of times an event occurs within a given time period indicated in Hertz (Hz). For example, relate frequency or the sine wave to the mobile-equipment engine or transmission-speed measurement. A low engine speed is represented by a low frequency, while higher frequencies indicate



a higher engine speed. To measure frequency, first ensure that leads are in the correct jacks and the meter is set to measure Hz. Back-probe the frequency sensor and read the meter. In the case of an engine-speed sensor, accelerate the engine from low to high idle. The meter will indicate a gradual increase in frequency, if the sensor is operating correctly.

Pulse-Width Modulation (PWM) or Pulse-Duration Modulation (PDM) are other useful measurements made by the multimeter.

PWM is a commonly used technique to control electrical power (referred to as a digital signal) to electrical devices. Duty cycle (percent) is the unit of measurement used to express PWM, which is similar to frequency or the sine wave that has been squared off. Duty cycle compares the time the signal is “on” to the time the signal is “off.” A typical PWM sensor will have a three-wire connection with pin-location A being the sensor-power supply, pin-location B being ground and pin-location C being the signal return. When testing a PWM sensor, first test for sensor voltage with the positive test lead at pin-location A and the negative test lead at pin-location B. If the correct sensor voltage is present, set the multimeter to measure duty cycle. Leaving the negative test lead at pin-location B, move the positive test lead to pin-location C and activate the PWM sensor. If operating correctly, the PWM reading will be smooth and gradual. Some typical PWM sensor usage includes throttle control, brake actuation, steering controls, hydraulic controls and implement position.



Multimeters can also be equipped with temperature probes, inductive RPM pick-up and AC/DC current clamps. Newer multimeters are now equipped with a remote display or laptop interface, which allows for data logging and measurements presented in graph/table formats.

No matter what multimeter you use, it is an important diagnostic tool to check for electrical malfunctions in today's equipment.

OPERATING ENGINEERS
LOCAL 3
up to the
CHALLENGE

Despite tough times for our industry and unionism in general, *your* union, Operating Engineers Local 3, continues to excel in the skilled craft of its trained operators and the high standard of protections and benefits its members are afforded.

After more than 70 years, Local 3 continues to be up to the challenge.

Join Business Manager Russ Burns and your Local 3 officers, staff and fellow members to celebrate this union strength at next month's Semi-Annual Event held Sunday, Sept. 18 at the Rancho Murieta Training Center (RMTC) training area in Sloughhouse, Calif.

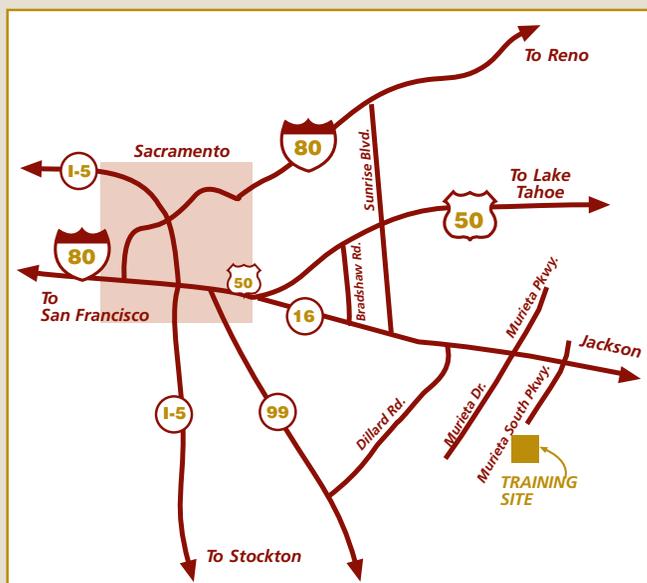
There will be free health-screening for adults, face-painting and goodies for the kids and a delicious barbecue lunch for all, followed by an important meeting to update the membership on union business – from the work picture to what's ahead politically. There will also be an important Bylaws Resolution vote.

The event will include an equipment rodeo, which is a great opportunity for members to display their skills in a competition involving a crane obstacle course, excavator and rubber-tire backhoe puzzles and hydraulic simulators.

If you're up to the challenge, you don't want to miss this fun and important event. Support your union and get involved.

SCHEDULE OF EVENTS

- 9 a.m. – Registration, equipment rodeo begins
- 10:30 a.m. to 12:30 p.m. – Lunch
- 1 p.m. – Meeting called to order



DIRECTIONS: From Hwy. 16/Jackson Hwy, turn right on Murieta South Parkway (at light); follow Local 3 signs to parking.



As part of the Kern River Apex Expansion pipeline project, the ROW runs like a highway blazed over the peaks of the Wasatch Mountain Range.

Up to the challenge

Pipeline crews face rugged terrain, steep grade

Story and photos by Dominique Beilke, art director

Utah's Wasatch Mountain Range, with elevations between 9,000 and 11,000 feet, runs north to south from Logan past Salt Lake City to Provo. Thousands of miles of recreational trails and scenic drives and a dozen ski resorts run throughout the region, and this year, more than 20 miles of pipeline Right Of Way (ROW) will be added to the mix for the Kern River Apex Expansion pipeline project.

Kern River's natural-gas pipeline runs 1,680 miles underground from southwestern Wyoming to Southern California. This 28-mile expansion of 36-inch pipe, which kicked off in October 2010, will increase the system's capacity and meet growing demands. It runs from Morgan County and ties in north of the Salt Lake City Airport.



Jeff Shupe repairs a dozer blade.

Even though the Wasatch Mountain Range is not exceptionally high, it is known for its rugged and steep terrain. The ROW snakes through narrow canyons and over granite peaks, offering breathtaking views from every angle. It takes a precise operator with nerves of steel to work on this extremely challenging project.

Yet, Local 3 operators are up to the challenge.

Continued on page 16

PIPELINE

Continued from page 15

“This job is not for everyone. They need to be highly skilled operators, because we need the best of the best,” said Job Steward Paul Ford. He has been on pipeline projects for the past six years and finds the work fascinating. “A lot of people don’t like this kind of work because of the steep grades. It is dangerous work. For the most part, it is for an adrenaline junkie.”

Seventeen-year member Kelly Hansen agrees with Ford, since these are some of the steepest inclines he has worked on. Such terrain is stressful, he noted, “but we are supposed to be bothered – that is what keeps us safe.” Hansen has 10 years of pipeline experience and prefers working on the bending crew, where members operate equipment in third gear and “get to make dust.” As the name suggests, bending crews make bends in the pipe to account for changes in the terrain, and this terrain is unforgiving.

“You got to pay attention,” said member Rick Allred.

Even so, many crewmembers cannot help but enjoy the scenery that includes deer, elk and an occasional mountain lion. Operators even recall a bear that once crossed the ROW.

“You have to bring your ‘A’ game every day,” said Excavator Operator Mike Holliday, a 33-year member. As part of the ROW crew, Holliday enjoys the challenges of going over the steep hills. “Just when you thought it got steep – it gets steeper.” He explains how operators sometimes slide in the mud, break through 16-foot snow banks and safely maneuver over the hills. “You don’t know what is on the other side – mud or rock.”

And if the terrain is not challenging enough, this year, Utah experienced record snowfall and May rains. For Operator Shane Jenkins, the onslaught of inclement weather meant being winched



Five-year member Daniel Eich operates a D8 dozer on the Mueller Park segment.



Shane Jenkins works on the ROW crew.



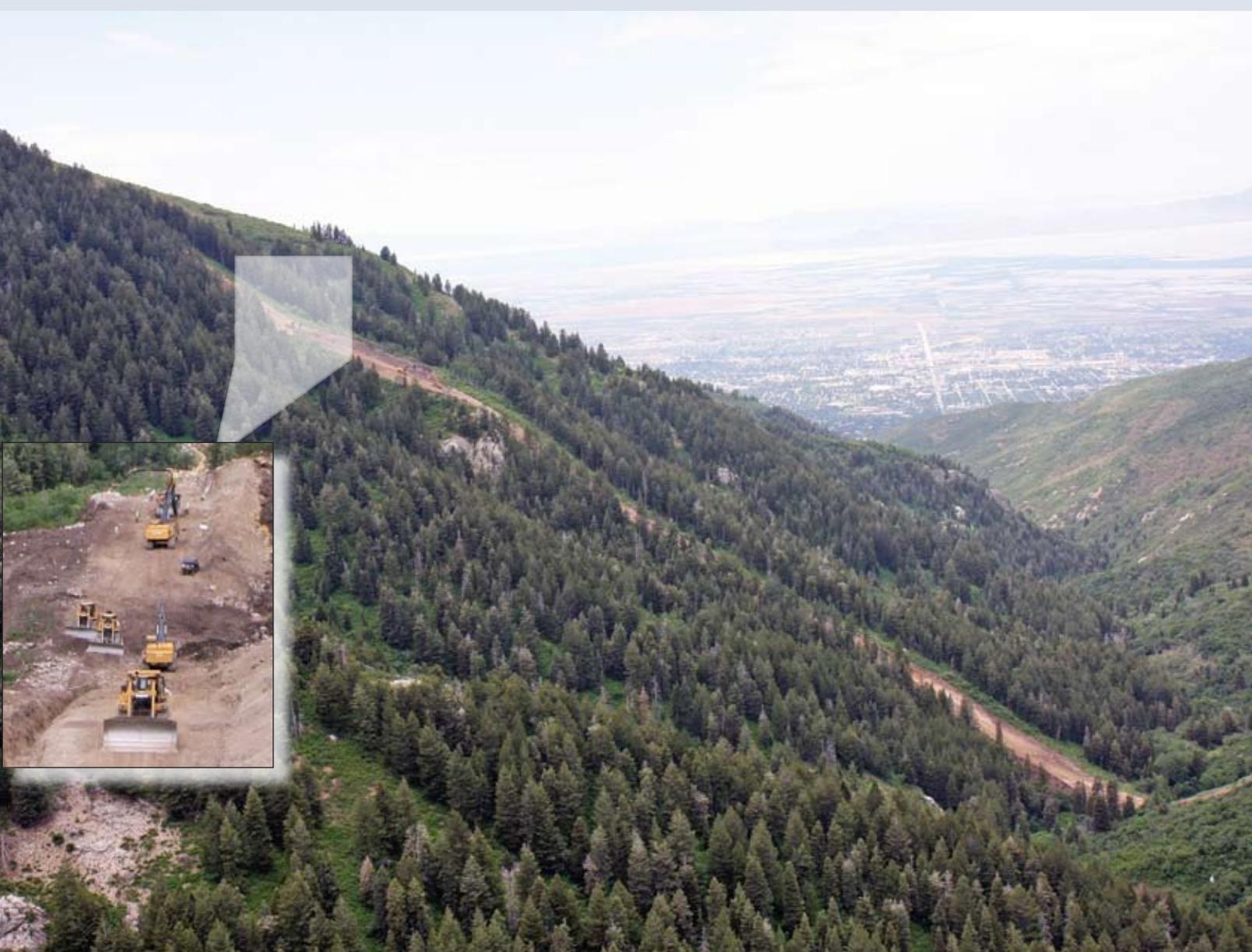
The bending crew includes, from left: Jason Beaudette, Leroy Wallace (pictured on cover) and Kelly Hansen.



From left: Rick Allred and Rusty Groll work on the pipe gang.



Dozer Operator Lighthill works on the ROW crew.



up several grades due to the mud. "There are a lot of good hands up here, and everyone is really safe," he said.

There are 14 crews dotted along the ROW, and each one works a minimum of 6-10s, while traversing grades ranging from 30 to 40 percent and a 60 percent grade at Holbrook Canyon. This canyon, the steepest of all, requires both workers and pipe segments to be flown in by helicopter – just another challenge (or benefit!) of this job. Pipeline work in Mueller Park also requires helicopter lifts.

When the job wraps up this fall, the ROW will be fully restored with native plants and grasses, erasing the tracks of man and machine. It will be impossible to detect the miles of pipeline underground. And Local 3 members will have proven once again that they are always up to the challenge.



Member Howard Sullivan and Excavator Operator Trinity Pentz dig out the bell holes on the Canyon Creek segment.



From left: Members Craig Lighthill, Joe Shupe, Matt Babcock, Mike Holliday and Paul Ford must be dropped off by helicopter at what is called the "top of the world" on the Mueller Park segment.



Shane Foncesback, a member of the pipe gang, stands on the pre-heat tractor.



After member Patrick Lewton loads segments of pipe in the yard, stringing crewmembers Jeff Brown and Toby Prawl unload it along the ROW.



From above, crews dot the ROW.

Holbrook Canyon has the steepest grade at 60 percent. Inset: Dozer operators Bill Shupe, Josh Grife and Glen Wise are hooked to excavators operated by Preston Muniz, Marshall Cox and Sam Cox.

See more photos online at www.oe3.org



Fringe Benefits

By Charlie Warren, director

Surviving spouse medical plans

If you die while covered by the Pensioned Operating Engineers Health and Welfare Plan, your surviving dependents may continue their eligibility for benefits. The specific benefits involved and the payments due will depend on the situation.

If you were a retired employee (other than an owner-operator) who elected the 60-month guarantee Pension and died before receiving 60 monthly Pension payments, your surviving spouse can continue the benefits he or she had before your death, until the date 60 months from the effective date of your Pension award. To do so, your spouse will need to make monthly payments in an amount determined by the Board. Your spouse can continue the benefits your children were receiving, until they cease to be eligible dependent children, by paying the applicable premiums for them.

In any other case (including all cases involving owner-operators), your spouse will be able to continue eligibility for all benefits except hearing aid, chemical-dependency treatment and vision-care benefits by making monthly payments in an amount determined by the Board. (This type of continuation is also available to a spouse who has reached the end of the 60-month period described above.) Your spouse can continue benefits for your children (except hearing aid and vision-care benefits), until they cease to be eligible dependent children, by paying the applicable premiums for them.

If you are an active Operating Engineer and you should die after becoming eligible for a Pension but before your Pension-effective date, your surviving spouse will be eligible for benefits under the Pensioned Operating Engineers Trust Fund after your hour bank is exhausted and can no longer provide coverage under the active plan. To begin and maintain coverage under the Pensioned Operating Engineers Trust Fund, your spouse will need to make the required monthly payments. Your spouse will also need to pay the required premiums for any eligible dependent children he or she wants to cover.

Please contact the Trust Fund Office at (800) 251-5014 or the Fringe Benefits Service Center at (800) 532-2105, if you have any questions.

Talking with your doctor

Many people find it hard to talk to doctors about their health. Below are some ideas to help open the lines of communication:

- Write a list of questions. Show it to your spouse or a friend, and ask them to suggest other questions.
- Briefly describe all current symptoms. This may help your doctor see important patterns or clues.
- Talk honestly about any worries/concerns. Don't wait for the doctor to ask the right question. Tell him/her what's on your mind.

We're here to help

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

Retiree Post

'Agent in the sky' serviced members by plane in 1960s

When *Engineers News* published an article in January about an "agent in the sky" named Rodney Jones in the Fresno District, several members inquired as to his status. Was he really a business agent employed to fly to jobsites?



Vance Abbott is pictured here next to his Piper Super Cruiser in the 1960s.

The answer is no. Jones volunteered to fly over a Kettleman City job using his own airplane.

But Local 3 did have one such employed agent in the sky in the 1960s, current Retiree Vance Abbott.

Abbott was hired as a business agent to service jobs in Utah using a Piper Super Cruiser, powered by a 125-horsepower engine.

Abbott remembers being called in to speak to the officers about his plane. He was afraid he had done something wrong, and why all the questions about whether the plane could handle backwoods flying?

"Then I found out what he [business manager Al Clem] wanted. He assigned me northeastern Nevada and southeastern Utah. He asked me if I could fly two pickets, morning and night shifts. ... These were remote areas, out in the country, no roads. Any job you couldn't get to by driving, I would fly them in," Abbott said.

The "them" were the Local 3 officers at the time, Clem, president Paul Edgcombe and vice president Dale Marr, along with international rep. Jay Neeley and apprenticeship administrator John Thornton.

"I flew them to meetings and other jobs. I built a 'tote-goat' that would fold up and could be put in the back of the airplane."

Abbott and his plane became somewhat of a legend, as his skills saved hours of driving time and serviced members in remote places who would otherwise not see agents for years.

He also angered many non-union contractors, said former financial secretary Norris Casey. "He [Abbott] told me that contractors cried foul, because he could reach camp jobs that in some instances were not really accessible by road."

"I'd land on any old dirt strip," Abbott said.

In October, Abbott will turn 88 years old, and his eyesight is not good enough for flying anymore. Instead, he enjoys his time with his wife of 66 years, Mary, four of their five children (one passed away) and their 23 grandchildren, 56 great-grandchildren and four great-great grandsons. They have a great-great granddaughter on the way.

Local 3 has several "octogenarians" who still fly after they turn 80 years old. Well-known pilot/Retiree Harold Puckeylow is one of them. He is a card-carrying member of the United Flying Octogenarians (UFOs). Retiree Frank Huffman is also among them, since he will be 81 in November. Huffman has been a pilot for almost 50 years and joined Operating Engineers in November 1961. He is proudest of a Stinson World War II airplane, which he bought, restored and has been flying for 14 years.

Huffman's zeal for life is not hard to detect: "To the guys and gals in the local Operating Engineers – keep it strong. I'd do it all over again!"

The few mentioned here are but a sampling of hundreds of pilots, old and young, who fly as a hobby or to save time. Chances are, there's a union-member pilot among you!

Making the cut

Crews dismantle 'mothball' ships at Mare Island

Story by Mandy McMillen, managing editor

What began with a ribbon-cutting ceremony in mid February has resulted in a lot more "cutting" six months later, as crews with Nuprecon finish scrapping the remains of the SS Solon Turman (at 9,520 tons, there is plenty of scraps to be cut) and start dismantling the Lincoln, built in 1961. Both ships arrived at Mare Island Dry Dock after sitting in Suisun Bay for nearly 25 years as part of the "Mothball Fleet." This fleet consists of about 70 Navy vessels originally kept on reserve in case of war. That war, however, never came, and so the ships began to deteriorate, creating environmental concerns over lead-based paint and rust dropping into the Bay.

How to deal with these ships created a chaotic discussion between environmental groups, local citizens, the government and your union. The government has been selling the ships for scrapping to private recycling firms in Brownsville, Texas and needlessly towing them 5,000 miles to get there. Safety Director Dave Harrison and Fairfield Business Rep. Angelo Cellini were largely responsible for securing the work for the economically troubled Vallejo area.

While the media has reported on the ongoing and often politically charged saga and taken several photographs of the skeletal remains of what were once regal vessels, *Engineers News* was able to take a more personal approach to the work with a focus on the union members performing it.

Whirly Crane Operator Kevin Amaral is proud to be the only current crane operator onsite, as he is responsible "for lifting the big pieces, 25 tons" off the ships to be recycled.

"I operated the first [whirly] crane in 1973," he said.

From his vantage point, high in the seat of the dinosaur-like crane, he follows commands from Rigger James McGraugh and member Mark Wetzel, known as the "crane walker."

The giant crane literally walks across tracks specially designed for its movement along the dock. When it swings, a giant horn blares to alert crews.

Amaral must climb a ladder (with rungs full of cobwebs) to reach the cab.

"This crane is covered in spiders," he said.

This crew was dismantling the Lincoln in early July.

It takes about four to five months to completely dismantle and scrap these ships.

Not far from the Lincoln, crews have a more hands-on approach in scrapping the remains of the Solon. Members use cutting torches to cut into the ship's metal (scraps are cut in 20-foot lengths). Lifts, ladders and ropes are used to maneuver around the disfigured hull.

"This is hard work," said Cellini, noting that members work in all the elements, with less pay than normal because of the peculiarity of the

government-controlled contract. But it is work just the same, with the hopes of more ahead if Nuprecon and Allied Defense Recycling (the company responsible for opening the dry docks) can win future bids to dismantle other ships in Suisun Bay.

Until then, members will continue to "cut" down what remains of the two ships they do have, with each boasting about 8,000 tons of valuable steel.



Crane Operator Kevin Amaral watches the signals from Rigger James McGraugh, as both work together to dismantle the Lincoln.



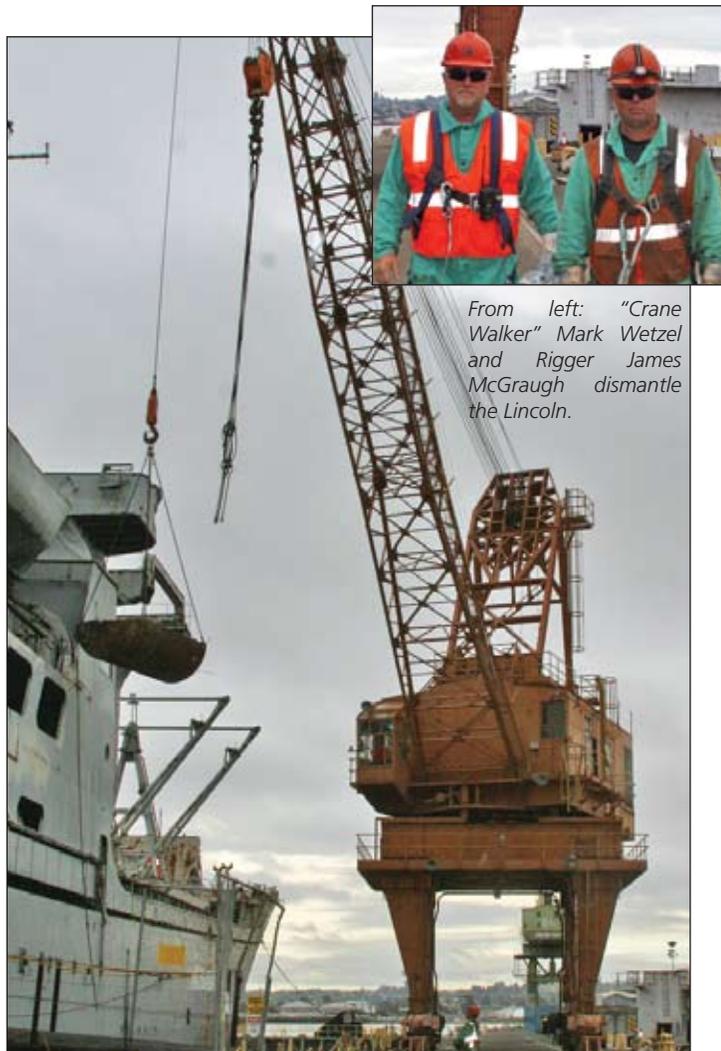
Member Dennis La Rose.



Members Miles Agricola and Sharon McKenzie.



Member Lashana Ingraham scraps the Solon at the Mare Island Dry Dock.



From left: "Crane Walker" Mark Wetzel and Rigger James McGraugh dismantle the Lincoln.

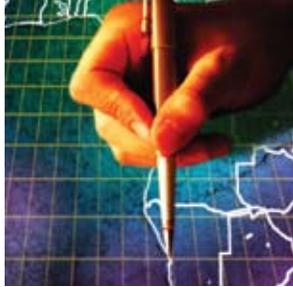


Political Perspective

By Mark Kyle, director of government affairs and public relations

REDISTRICTING: Redrawing the lines on how you vote

Redistricting – you’ve heard the term, but what does it mean? Redistricting is the process of re-drawing congressional and state legislative districts using updated census figures. Every 10 years, the United States does a national census. This data tells us which states grew in population, which states stayed the same and which states lost population. This is politically significant because the U.S. Constitution requires the 435 congressional members in the U.S. House of Representatives to be distributed among the states based on population (unlike the Senate, where every state gets two Senators, regardless). Therefore, based on population changes, some states may gain a new congressman (or two), and some may lose one.



Based on the 2010 census and the population changes it recorded, the following congressional-seat changes will take place in Local 3’s geographical jurisdiction:

- Utah – gains one new congressional seat (four seats total)
- Nevada – gains one new congressional seat (four seats total)
- California – no change (53 seats)
- Hawaii – no change (three seats)

New political lines are drawn in every state for every political office – Congress, state legislators, community college districts, etc. There are many legal considerations when redrawing the maps, but who draws the lines is as critical an issue as the legal ones. The whole process can be wrought with political intrigue, and this time around is no different. Many believe that those in power will fight to keep that power by drawing funny looking districts to maintain a competitive edge with voters (also known as gerrymandering). How are these lines drawn across our four-state jurisdiction?

- In Utah, the Legislature draws new lines which then have to be approved by the governor. Public-comment hearings regarding new lines were held through the end of July. Deadlines for draft and final maps were unknown at the time of this writing. Stayed tuned for developments.
- In Nevada, the Legislature proposes a plan, and the governor can veto it. As of this writing, the Legislature ended its 2011 session without a plan, leaving the redrawing to a special session or the state courts. Meanwhile, related issues are being fought in the courts. Stay tuned for developments.
- In California, a newly formed Citizens Redistricting Commission is redrawing the lines. The commission issued draft maps in June and July. Final maps are expected on Aug. 15 – look for lots of news coverage around that time.
- In Hawaii, a reapportionment commission is redrawing the lines and will issue draft maps on Aug. 8 with final maps the week of Sept. 26.

What does all of this mean for you and your family? It means you could very well be voting for a whole new set of legislators in the primary and general elections next year (2012). It could also mean politicians who shared similar views will now be competing with each other. Many scenarios are possible, but change is a certainty. As always, it is important to pay attention to the issues and where these politicians stand on them. Make sure you’re registered to vote, volunteer in the Voice of the Engineer (VOTE) program during the campaign season and go out and vote on Election Day!

For more on redistricting, visit the Politics Page on the members-only site of our webpage (www.oe3.org).



ATPA Angle

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

Call Center

If you need Fringe Benefits assistance in any way, call the Associated Third Party Administrators (ATPA) Customer Service Call Center at (510) 271-0222, (510) 433-4422 or (800) 251-5014. ATPA’s 22-person, customer-service team is on duty Monday through Friday from 7 a.m. to 7 p.m. PST to provide answers and information to the membership.

On average, the Call Center fields 742 calls per day, 15,582 calls per month and 186,984 calls per year, with a response time of no longer than 30 seconds. The call-volume breakdown includes 50 percent from active and retired members, 45 percent from providers regarding claims and eligibility and 5 percent miscellaneous calls.

If you have a problem the representative cannot handle, he or she will create a ticket for the department that handles your specific issue. You should always ask for the reference number for forwarded claims.

The ATPA Call Center works closely with Fringe Benefits Director Charlie Warren and his office, Business Manager Russ Burns, the officers and the Trustees to ensure service is the No. 1 priority. Ideas and suggestions are always welcome. We at ATPA truly appreciate the opportunity to serve you.

Nisich Park celebrates grand opening

Work is starting to pick up. No records are being set, but many members have been dispatched recently. Don't forget to update your contact information if you have moved or tried to teach your cell phone how to swim! If the Hall can't reach you, we can't get you back to work. For those of you returning to your last employer: Be sure to get a recall dispatch. If in doubt, a quick call is all we need. For those who are waiting to get dispatched: Make sure you renew your registration on the out-of-work list once a month.

By now, **Granite Construction** should be in full swing on Hwy. 101 in Prunedale with MCM starting on the overpass piers.

Granite picked up a \$2.5 million resurfacing project on Hwy. 237 in Mountain View.

R.J. Gordon is busy at the Pacheco Landfill, capping and closing about 20 acres with 50,000 yards of cover. The job should be finished in September and is currently employing nine operators.

ARB and **Snelson** have been busy working on different sections of the Pacific Gas & Electric (PG&E) gas-line testing. These lines run from Southern California to the Tule Lake



Anthony Nisich speaks at the grand-opening ceremony for the new Nisich Park in San Jose, as his brother, member Lou Nisich Jr., looks on.

area. If you want to know more about these lines, visit PG&E's website at www.pge.com/myhome/edusaftey/systemworks/gas/planninginput.

Nisich Park, named after **Lou Nisich Sr.**, who joined the union in 1950, had its grand opening on June 18 in San Jose. In attendance were Vice Mayor **Madison Nguyen** and representatives from the San Jose Parks, Recreation and Neighborhood Services, Department of Public Works Redevelopment Agency and Meadows and Tully/Senter neighborhood associations. OE3 member **Lou Nisich Jr.** and his brother, **Anthony Nisich**, were also there with other members of the Nisich family. The park is located at the corner of Nisich Drive and Suzay Court on the old family homestead, the last of the 640-acre farm. This has been a seven-year, \$2 million labor of love, done all union, with Lou keeping a close eye on every step of the project. The park has a bocce-ball court, a basketball court, two tennis courts, play equipment and grass for the kids. There are also several shaded picnic tables. Congratulations to the Nisich family!

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

Work on Hwy. 101 continues

Work in District 10 has resumed in full swing.

R.M. Harris and **Ghilotti Brothers** will soon move traffic onto the new overpass at Golf Course Drive on Hwy. 101. When this occurs, **Ghilotti Brothers** can begin work on the large fill that will happen where the highway currently runs.

Ghilotti Brothers is also working for the city of Santa Rosa near Coddington (installing wheelchair-accessible ramps) and on Gravenstein Highway through Sebastopol (installing wheelchair-accessible ramps and traffic bump-outs for Caltrans).

Ghilotti Construction and **Gordon N. Ball** continue widening a section of Hwy. 101 through Rohnert Park and Cotati. Traffic has moved to the new bridges at Railroad Avenue and Gravenstein Highway, and **Cleveland Wrecking** demolished sections of the old highway bridge. **Gordon N. Ball** will start the falsework for the next new spans. **Cooper Crane** is driving pile, and **Pacific Coast Drilling** is drilling for sound walls.

Ghilotti Construction continues work at the new Sutter Hospital and is doing site prep at the new Burbank school for **Lathrop Construction** in Santa Rosa. **Argonaut Construction** is still at work on Hwy. 116 between Petaluma and Sonoma and is waiting for the retaining walls to be finished, so crews can begin the final paving. **Argonaut** is also working on Third Street in Santa Rosa, installing a new sewer main. In Mendocino County, **Granite Construction** finished its Hwy. 101 concrete-panel-replacement job in Ukiah. **Penhall Corporation** was responsible for the final smooth finish of the entire roadway. **Granite** is also working on a slide repair on Hwy. 101 between Willits and Ukiah. The job involves the placement of expanded polystyrene blocks in the fill to lessen the weight of the roadway. **Mendocino**

Construction Services is working on a slide repair, north of **Granite**.

New work in District 10 is looking good: **Argonaut Constructors** has an Asphalt Concrete (AC) overlay project on Bottle Rock Road near Cobb, a roadway-repair job on Hwy. 20 in Lake County, a rubberized AC overlay on Hwy. 128 near Navarro and a structural-repair street project for the city of Fort Bragg in Mendocino County. **Argonaut** was also the low bidder on the Olive Street sewer and water-improvement project, the Bobilane sewer and storm-drain project and the Western Avenue shoulder widening in Santa Rosa. **Team Ghilotti** has slide-repair projects on Hwy. 253, Hwy. 128 and Hwy. 20 in Mendocino County and near Bodega Bay in Sonoma County.

Ghilotti Construction was the apparent low bidder on the Hwy. 101 widening from Pepper Road to Petaluma Boulevard north at

\$10.75 million. This job ties into the company's other widening project on Hwy. 101. **Granite Construction** was the low bidder and recently started work on Hwy. 175 in Mendocino and Lake counties. This job involves overlaying most of the highway from Hopland through Lake County to Middletown. The material will come from **Granite's** Hwy. 175 quarry near Lakeport. **Granite Construction** also has AC projects on Hwy. 128 near Philo, Comptche Road near Ukiah, Hwy. 1 at Big River Bridge in Mendocino County and Hwy. 29 in Lake County. Also in Lake County, **Piazza Construction** will be working on the Anderson Springs water-storage-improvement project in Middletown.

The work picture in District 10 continues to improve. Hopefully the economy will recover and allow our union brothers and sisters to return to full employment.



Excavator Operator Brian Scharp works on Third Street in Santa Rosa for Argonaut.

Mercer-Fraser wins new projects

In District 40, the weather is finally cooperating to put members back to work. **J.F. Shea** is going strong on the Hwy. 101 slide just north of Garberville and was the low bidder (at a little more than \$1 million) on a retrofit and paving project at the Van Duzen River Bridge.

Members are still working hard on the second phase of the Humboldt Pacific Gas & Electric (PG&E) Power Plant decommissioning project. **Silverado Construction** and **Day Zimmerman** are keeping operators busy, and **Bragg Crane** has two cranes working at the plant.

Golden State Bridge continues work on the second phase of the northbound Mad River Bridge project on Hwy. 101. Members will be working long hours to stay within the project's time constraints.

In Crescent City, **Granite Construction** kept a few members working at the Smith River plant. **Camenzind Dredging** has been working on the Crescent City Harbor for the past couple of months, helping that area recover from the tsunami that devastated the docks in March.

Wahlund Construction was the low bidder on the Arcata Airport (at \$1.3 million) and is still working at the Ferndale Water Treatment Plant and guardrail projects throughout Humboldt County.

Mercer-Fraser was the low bidder on the first phase of the Martin's Slough Interceptor (at \$4.3 million) and the Klamath River/Martin's Ferry Bridge retrofit. The company also has several paving jobs on Hwy. 101 and throughout

Eureka and was the low bidder (at \$1.2 million) on Myers Avenue to the south fork of the Eel River Bridge. This should keep our members working at **Mercer-Fraser** rock plants throughout District 40 and in the company's mechanic shop.

We would like to remind members to call the Hall if they see something out of the ordinary (like other crafts on our equipment), so we can come out and investigate, because every hour counts. Also, if you are on the out-of-work list, your registration is only good for 84 days. To stay on the list, renew your registration at the start of every month.

We hope the weather holds and want to wish everyone a safe summer.

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

New plant expected to generate 730 construction jobs

As of June 30, District 20 dispatched more than 1,000 members.

Southland/Tutor Perini has about 30 members working three shifts around the clock on the Irvington Tunnel job.

Independent Construction is working long hours with about 70 operators moving 5 million yards of dirt for almost 600 house pads. **Top Grade Construction** is next door, moving 1 million yards of dirt for another 200 house pads.

R&B Equipment is at Tralle Village in Dublin, reviving a stalled residential complex that will include 130 units (condominium rentals and townhomes for sale).

Teichert Construction has an \$8.5 million project to widen a 1.5-mile stretch of Vasco Road to accommodate a median barrier and passing lane.

East Contra Costa County's long-anticipated natural-gas-fired plant has become a reality. Building the plant is estimated to generate 730 construction jobs over the next 30 months. When completed, Pacific Gas & Electric (PG&E) will purchase the plant, which sits on 22 acres of industrial site, and start paying property taxes, a portion of which will go toward local schools and the fire district.

The Bay Area Rapid Transit (BART) Board selected an 11-mile route for its \$3.8 billion extension to Livermore. The plan calls for an underground station in Livermore and a ground-level station along Vasco Road.

Shimmick Construction continues to work long nights on the \$149 million Dumbarton Bridge retrofit. This project will continue into the fall of 2012.

The long-awaited Calaveras Dam project has a notice to proceed the first of this month. The awarding contractor is a Joint Venture (JV) of **Degroto USA**, **Flatiron West** and **Sukut**. This project is a large dirt job and requires Hazmat-certified operators. Therefore, if you're not certified, contact your job-placement center and sign up for a class.

Shimmick Construction is still working on the Warm Springs BART expansion in Fremont.

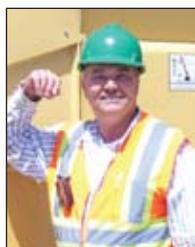
Apprenticeship Spotlight

Congratulations to Construction Equipment Operator (CEO) **Gregory Hartman** for completing the Apprenticeship Program in June. He is currently working for **DeSilva Gates**.

Correction: The photos of Heavy Duty Repairers (HDRs) **Noel Seifert** and **Jerry Diaz** were inadvertently switched in last month's *Engineers News*.



Nineteen-year member **Ken Shaw** operates a 165-ton Sumotomo with **Oiler Jojo Celestial**, a 17-year member.



Eight-year member **Jerry Thornburg**.



Journey-level CEO **Gregory Hartman**.

The following is a letter of thanks from a union-supporter who has walked picket lines and met lots of members from District 20.

Dear Local 3,

I am overwhelmed with the love and kindness I received at my 90th birthday party.

I thank the officers, staff and members of the International Union of Operating Engineers (IUOE) Local 3 for your cards, letters and wonderful expressions. My daughter [Business Rep. **Gladys Perry**] told my guests about my activities and my support of the Valley Power strikers and love for the union. She read a letter from the union attorney, **Michael Nelson, Esq.**, and shared the contents of some of the cards. The greatest reactions were about the cards from the officers of Local 3 and my greetings from the White House from President **Barack Obama** and **Michelle Obama**.

I know what it means to have a union, and if you need me, I'll be there.

With love,

"Union Mom" **Sarah Sandifer**

Members test pipeline for PG&E

Work is going strong in the south valley with **Lee's Paving** and **American Paving** doing railway-crossing overcrossings in Tulare and Goshen.

Teichert and **Emmetts** are widening Road 80 between Dinuba and Visalia. Many paving jobs are also going on in the valley, some with an all-in-one process to grind, mix, oil, add chemicals and pave in one sweep.

Snelson is testing 400 miles of gas pipeline for Pacific Gas & Electric (PG&E).

District 50 congratulates **Areli Carreon**, the daughter of Local 3 member **Manuel Carreon**, for winning the Local 3 Scholarship Foundation's first-place female Academic Scholarship Award.

We also congratulate member **Justin Barnard**, who brought his newborn son to the Fresno District Picnic.

The Lee's Paving crew working in Tulare includes Richard Matthews, Russell Carrell, Danny Carrell and Eric Ritchie.



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

Chico is District 60 hot spot

In Dispatcher **Danny Roles'** report through mid June 2011, we had 40 more dispatches than we had last year at this time, with Nevada taking members who were willing to travel.

Paving projects currently underway are giving our rock plants some much-needed work and employing lots of members.

In Sutter County, **Mountain Cascade** has the \$5.7 million Weir Replacement No. 2 and the Sankey Road fish screen. **Teichert** has the \$5.2 million Hwy. 20 overlay. **Nehemiah Construction** is busy on a \$30.4 million job on Hwy. 99 and the Feather River widening and bridge work near Nicolaus.

In Yuba County, Rideout Memorial Hospital is ready to expand, hopefully using union contractors. There are also two levee projects underway – one is union, and the other has one of our signatories subcontracting for a non-union general. **Golden State Bridge** is building coffer dams around the bridge supports at the 10th Street Bridge where the river channel has been scouring the footings. **Teichert** has an \$8.8 million paving job near McGowan Parkway on Hwy. 70. **American Civil Constructors (ACC) West** has a \$1.2 million bridge replacement on the E Street Bridge, and **R.M. Harris** has a \$1.5 million job on Fruitland Road.

In Butte County, **Granite**, **DeSilva Gates** and **George Reed** are working on Hwy. 70 and Hwy. 99. **DeSilva Gates** is working on a \$7.7 million passing lane (grading and paving), and **George Reed** is working on \$6.6 million worth of paving and grinding work at various locations. **Granite** is working on a \$7.2 million project in Biggs. The Chico area is District 60's hot spot with a \$23 million bid awarded to **Viking Construction**; an \$8.4 million project at Big Creek with **Steve Manning**; and a \$2.1 million bikeway

facility, the \$1.8 million East Fifth Avenue reconstruction project and a \$4.8 million job at Jarbo Gap with **Knife River**.

In Colusa County, **George Reed** has a \$19.4 million paving job on I-5 at I-505.

In Plumas County, **Sierra Nevada Construction** has a \$2.1 million paving job. **Steve Manning** has a \$1.2 million job in Belden and a \$1.5 million job at Route 49 in Sierraville.

Our signatories also pick up many county and city projects each year. For current updates to our work picture, please call the Hall. We still have projects for 2011 that have not yet bid.

A gentleman came into the office recently and explained how he was forced to resign without so much as a "thank you" after 39 years of service in an administrative position. Unfortunately,



Members with Golden State Bridge work on the 10th Street Bridge project.

the economics of our current times are being used as an excuse for every short-sighted manager to cut staff, medical coverage, wages, pensions and anything else that may come to mind. It should remind us all how fortunate we are to be part of a great union organization.

"It is one of the characteristics of a free and democratic nation to have free and independent labor unions." – **Franklin D. Roosevelt**

Apprenticeship Update

Every year, the Operating Engineers Joint Apprenticeship Committee (JAC) joins forces with Sutter County One-Stop to promote our Apprenticeship Program. Local workforce agencies, including other building trades' apprenticeship programs, partner to connect the community to training programs that may lead to opportunities for that perfect career. This year's job fair was held at the Veterans' Hall in Yuba City.

Many people take advantage of the free, job-readiness resources that are available. The Local 3 JAC program is always the most popular among the attendees. Common questions asked are about the Rancho Murietta Training Center (RMTTC), how to apply and the nine different branches of training within our Apprenticeship Program. Apprentices come out and share information as well.



From left: Apprentice Shaun Cooper, Apprenticeship Coordinator Pat Grisby and Apprentice Delene Dippel.

State projects keep members working

Summer 2011 has been a blessing compared to summer 2010. Even with the Ruby Pipeline project ending, work in Northern Nevada is off to a better start than last year.

Various state projects are underway this summer. **Granite Construction** was awarded the I-80 project from Keystone to Vista and the McCarran Boulevard project from Mira Loma to South Virginia. The company also has the U.S. 395 project from Moana Lane to I-80, which should finish shortly, six months ahead of schedule. **Sierra Nevada Construction** is working on Regional Transportation Commission (RTC) projects in the Reno area and Nevada Department of Transportation (NDOT) projects in Washoe, Lyon, Churchill and Eureka counties. **Q&D Construction** recently finished the water-treatment plant in Yerington and is currently working on the waterline and sewer-rehab project in Hawthorne. The company is also working on NDOT projects on state Route 28 from Incline to Crystal Bay and should finish the I-80 project near Fernley. **Contri Construction** is working on the North-South Transmission Main in Carson City, which should continue into next year. **Teichert Construction** is paving U.S. 395 from Carson City to Minden.

The crusher crew at the Rossi Mine includes, from left: Tyler Charlton, Jane Lea, Nathan Trowbridge, Ralph Hildenbrand, Glenn Wittner and Guillermo Tirado.

Pictured at right: Truck Operator Mark Tout, Loader Operator Floyd Lorthank and Dozer Operator Larry Suhr.



In the eastern part of the state, **Frehner Construction (Aggregate Industries)** was awarded the paving of U.S. 50 at Hickison Summit between Austin and Eureka. The company is also working on I-80 at Halleck Junction between Elko and Wells. **Road and Highway Builders** is paving in Lovelock and at Pilot Peak between Wells and Wendover. **Ames Construction** has projects at the Phoenix Mine in Battle Mountain and at the Cortez Mine near Carlin. **N.A. Degerstrom, Inc.** is staying busy at the Rossi Mine north of Carlin, the Queenstake Mine north of Elko and the Robinson Mine in Ely.

In Mina, **Valentine Surfacing Company** is working on a cold-mill recycle project.

We would like to thank everyone who attended the Reno District Picnic in June at the Lazy 5 Regional Park in Sparks. We had beautiful weather, a great turnout and delicious food. Thanks to our staff and Voice of the Engineer (VOTE) volunteers who helped.

Please mark your calendars for our next District Meeting on Wednesday, Sept. 7. We look forward to seeing you there.

Treasure Island transformation gets final approval

In Marin County, the city of Sausalito has a contract with **Reyes Construction** for a \$5 million project that includes replacing the bulkhead system for the Sausalito Yacht Harbor. The Manitowoc 4000 crew includes members **Ray Carter** and **Adolfo Villegas**. **Ghilotti Bros.** has work at the more than \$1 million San Rafael/Richmond Bridge to Hwy. 101 project in San Rafael. **Maggiore & Ghilotti** has \$700,000 worth of Caltrans roadwork near Mill Valley. We are working on getting our members back to work at the San Rafael Target store. Lastly, **Ghilotti Construction** has the \$1.8 million commuter-bike connection in Novato, which includes **Castle Concrete Pumping** and **Atlas Tree Surgery** of Santa Rosa and **Conco** of Concord.

Other ongoing work includes the Sunnydale Tunnel project with **Superexcavators** and a condominium project with **Roberts-Obayashi**.

In San Francisco, the Board of Supervisors gave the final approval for the \$1.5 billion Treasure Island transformation. Planning has been going on since the Navy released the 404-acre island in 1979. This is a step in the right direction for construction workers. Work

is slated to start in mid 2012. Over the next 20 years, the plan is to build 8,000 housing units, about 140,000 square feet of commercial space and 100,000 square feet of office space on the island, as well as new and upgraded roads and infrastructure, including a new ferry terminal. First, there will be extensive ground stabilization and reworking of the perimeter seawall. The developers have been working closely with the San Francisco Building and Construction Trades Council.

In another decision that reflects the importance of supporting labor-friendly politicians, the board approved the plan to redevelop the 152-acre Parkmerced area by a 6-5 vote. Over the next 20 years, many of the existing buildings will be demolished and replaced and new retail space, an elementary school, public transport and up to 68 acres of open space will be added.

In San Mateo County, Operating Engineers continue to pressure Safeway to build its new stores with union labor. OE3 picketed construction at the Burlingame store in April and is lobbying Millbrae City Council to ask Safeway for a commitment to build the new store in



From left: Local 3 members Pat Matau, Monica Alamendarez, Michael Guinther and Justin Stephens work on the Sunnydale Tunnel project for Superexcavators.

that city all union.

This November, we have the opportunity to elect longtime Local 3 ally **Leland Yee** as San Francisco's mayor. We will be asking for your help to make it happen. You can make a difference!

The District 01 staff would like to thank the volunteers who helped make our District Picnic a success, specifically "The Tri-Tip Kings," **Harry Pali**, **Dave Daneluz**, **Ed Elwell**, **Alan Rathgen**, **Dan Rosas**, **Tom Rosas**, **Nina Terheyden**, **Rosey Lavery**, **Charlotte Lavery**, **Monica Alamendarez**, **Jim Rosas**, **Anthony Ward**, **Steve Baker** and **David Nail**. We could not have done it without you!

Signatories win majority of jobs

It's great to see work in the area, and more is on the way in projects that are currently bidding. Employers are bidding the work tight, because many contractors are competing for it. We are fortunate that our signatory contractors are getting a good portion of it. Please work productively, so our signatory employers can turn a profit and we, in turn, can do the same.

At the time of this writing, **RGW** is working on a railroad-grade-separation project that consists of two, eight-lane overpasses on Eight Mile Road and a six-lane underpass on Lower Sacramento Road, just south of Eight Mile Road.

The Arch Road prison medical facility will be built in packages. Package 0 was awarded to **O.C. Jones**, which is working with subcontractors **W.C. Maloney, Professional Asbestos & Lead Services, Inc. (PALS)** and **Preston Pipeline**. Package 1 went to **Granite Construction** and is scheduled to start in September.

Granite Construction is also grading and paving in the Brookside Subdivision

in Stockton, with subcontractor **Griffin Soils** performing soil stabilization.

D.A. Wood Construction is working on Mills Avenue in Lodi, laying concrete pipe at the fresh-water treatment-plant project with **Pacific Boring**, which is boring under Turner Avenue to Mills Avenue.

As for upcoming work, the Arch Sperry Road extension project was awarded to **C.C. Myers** and is scheduled to start this month. This \$34 million project will connect Hwy. 99 to I-5. Work will start at Arch Road and Performance Drive and head west to I-5.

Bay Cities Paving & Grading is the low bidder on the second phase of the El Dorado Street improvement project at \$3.5 million. Work will involve reconstructing one mile of El Dorado Street between Mariposa Avenue and Bianchi Road.

MCM Construction is the low bidder on Bradshaws Crossing – a new bridge over the San Joaquin River from Lathrop to River Islands Parkway in Stewart Tract – at \$7.4 million.



Members with **RGW** build the approach ramps for one of two, eight-lane overpasses on the Eight Mile Road grade-separation project.

The Burlington Northern Port of Stockton grade-separation project, worth \$5.4 million, will realign a portion of Daggett Road to the west to align it with the recently constructed Port of Stockton Expressway Bridge over Burns Cutoff. The realigned road will consist of two, 12-foot lanes with 5-foot shoulders.

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Levee work employing members during housing-market slump

Now that we are into summer and the dirt finally dried out after a long, late winter, the earthmoving equipment is going strong.

Sukut Construction tried to start the Sacramento River East Levee Phase 3B project in May, but between the weather and issues with the Sacramento Area Flood Control Agency (SAFCA), the company had a tough time getting started. This \$19 million levee project consists of about three miles of adjacent levee embankment, cutoff walls ranging from 20 to 50 feet in depth and seepage berms ranging from 100 to 300 feet in width. This project should be completed in November.

In West Sacramento south of I-80 on South River Road, the Army Corps of Engineers awarded a \$3.8 million flood-control contract to **Yerba Buena Engineering and Construction**. Subcontractor

DeSilva Gates is doing the earthmoving for this project. There will be a 15-foot-high, 2,200-foot-long setback levee with a 75-foot-deep seepage-cutoff wall in its center. The new levee will be placed 250 feet behind the existing levee and will widen the river channel to hold more water during a flood or storm. Some of the existing levee will remain to preserve the wildlife habitat between the old levee and the river.

The city of West Sacramento also awarded some levee projects. The Rivers Phase 1 project is a 3,000-foot-long section of levee that will be reconstructed. Work includes the installation of a soil-cement-bentonite seepage-cutoff wall along the centerline of the levee, the flattening of the landside and waterside slopes and the paving of the levee-patrol road, pedestrian and bicycle paths and an aggregate-base maintenance road. **Raito Inc.** was the low bidder on this project at \$15 million.

Teichert Construction was the low bidder at \$5 million on the Sacramento Bypass/California Highway Patrol (CHP) Academy segment of levee. This project extends from the Sacramento Weir 6,000 feet west along the south levee of the Sacramento Bypass, with requirements similar to the Rivers Phase 1 project.

These types of projects put many of our members to work when the housing market, which has carried us in the past, isn't available. Let's hope the monies for levee repair continue to carry us until this economy turns around.

The District 80 staff would like to thank everyone who attended our District 04/District 80 joint picnic on June 25 at the Creekside Country Club Park in Winters. There was lots of great food, and a fun time was had by all.

From all the staff in District 80, keep up the good work, and stay safe.



Members with **Sukut Construction** work on the Sacramento River East Levee Phase 3B project.



District 80 member **Jose Heredia**, left, made the District 04/District 80 joint picnic a family affair, bringing with him wife **Teresa**, sons **Fernando**, 4, and **Fidel**, 6, and mother **Concepcion Franco**.



Rob and Summer Pearson.



Member **Alfredo Guadarrama** and daughter **Makaela** spend time together at the June 25 picnic in Winters.

Columns set for Antlers Bridge

The District 70 staff would like to thank everyone who helped make the 40th Annual District 70 Barbecue Picnic a success, as it always is. One of the highlights this year was honoring Retirees **John**

Hinote, Ken Green and Willie Houghtby with a plaque for their 40 years of service on the picnic committee. We could not host the great picnics we do without their help year after year.

As far as the work picture goes, work along I-5 is busy from Cottonwood to Dunsmuir. **Tutor-Saliba** is working hard to get the Antlers Bridge project back on schedule after two winters of heavy rainfall. Crews started setting columns for the pier pours in June. Operator **Brian Colla** and Oiler **Don Bloom** set the west column for Pier No. 2. Support Crane Operator **Todd**

Bishop and Apprentice Oiler **Jeremiah Swan** lent a hand, or “hook,” as they set another column at Pier No. 2.

Please remember: If you are on the out-of-work list, call every 84 days to re-register, so you don't lose your place. Also, call Dispatcher **Rick Knight** to see what's going on.

We thank our members for being our eyes and ears in some of our rural areas. Keep up the good work. Always remember to work safe, so you can go home to your loved ones.



Crane Operator **Brian Colla** and Oiler **Don Bloom** work on the Antlers Bridge project.



The Pier No. 2 west cage is set.

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Private work returns

District Meetings, Town Hall Meetings, Retiree Meetings and the first of four statewide Fourth Annual Empowering Operating Engineers events kicked off the summer months. Member **Everett Kaimana** received a gold watch for his 50 years as an Operating Engineer at Kona's Retiree Meeting. The first Empowering Operating Engineers event was held in Hilo, where a good time was had by the more than 200 attendees, including 98 members and their families. Everyone enjoyed the ono (tasty) Hawaiian food and the great entertainment provided by a member and his son along with a local favorite. The door prizes were fantastic and the annual Portuguese horseshoe competition was a success.

Work continues at a leveled pace. **Frank Coluccio** has the \$9.9 million Moiliili-Kapahulu sewer rehabilitation and reconstruction project, and **RMY Construction** has a \$7.5 million King Street recondition between River and Bethel streets. **Grace Pacific Corporation** has the \$13 million rehabilitation of Streets Phase 6A and a \$5.6 million restoration of Kamokila Boulevard. **Ledcor**, a new signatory contractor to the Master Agreement, has the \$4.2 million Helemano Tactical Equipment Facility. **Delta Construction** has the \$28.8 million subdivision C and D, Phase II in Makakilo – six increments totaling 282 units. The company also has the Ocean Point Marina project.

The subdivision at Makakilo is a good sign that the private housing market has gained confidence with investors and homebuyers. We hope this trend will continue to other projects that are moving through the development process. Ho'opili is a major development that will be built along the first phase of the Mass Transit Rail project. We will be calling members to assist in moving this project forward at neighborhood board, council and committee meetings. Your voice and participation is vital. Developer **D.R. Horton** said that if everything moves forward without any roadblocks, the project will start in late 2013. What we do today will dictate where we are two years down the road.

The Kahuku Training Facility (KTF) has gone through some changes. **Mitchell Kealoha Jr.** is the state administrator, and he and his staff have ramped up efforts to take some of the training done on Oahu to Maui, Kauai and Hawaii, meeting the current and future needs of our members and making sure contractors

continue to be the focus. Call the KTF at (808) 232-2001 to get the certifications contractors are asking for. The training and certifications you get today will make you a valuable asset to our contractors.

Upcoming calendar items

See page 28 for more meetings, times and addresses. Call the Hall with questions.

- Monday, Aug. 29 – Oahu District Meeting at the Ala Moana Hotel
- Tuesday, Aug. 30 – Kauai Town Hall Meeting at the Kauai Beach Resort
- Wednesday, Aug. 31 – Kona Town Hall Meeting at the King Kamehameha Kona Beach Hotel
- Thursday, Sept. 1 – Hilo Town Hall Meeting at the ILWU Hall
- Friday, Sept. 2 – Maui Town Hall Meeting at the Maui Arts and Cultural Center
- Saturday, Sept. 3 – Fourth Annual Empowering Operating Engineers event on Oahu at the Kapolei Operating Engineers' Building

Important dues notice: Third-quarter dues were due on July 1. If they weren't paid by then, you will be delinquent on Aug. 1, and on Sept. 2, you will be suspended. Please make necessary payments to keep your membership current. Call your local office, if you have any questions.



The Delta Construction crew working on the Ocean Pointe Marina includes, front row, from left: Kealii Cabrera, Nicholas Ho, Kenny Kicklighter, Aloha Barroze, Shane Stone, Harrison Kahomoku and Thomas Huffman. Back row, from left: Jansen Ching, Daniel Miller, Richard Cing, Randy Dolfo Jr., Wilfred Ching, Leyton Pe'a and Eric Roberts.

Another 135 wind turbines to be installed in Solano County

Three separate wind-farm projects are keeping members in Solano County working. General contractors **Michels Wind Energy** and **White Construction** are installing more than 50 wind turbines each at separate sites. **Michels** has utilized signatory subcontractors **Western Stabilization** and **Knife River Construction**. **White Construction** elected to self-perform the turbine construction at its site. **Blattner Energy** started installing about 35 turbines at a third site in the Montezuma Hills of Rio Vista.

O.C. Jones, with the help of **St. Francis Electric**, continues with on- and off-ramp work along I-80. **Syar Industries** is supplying all of the asphalt for this project. On Mare Island, **Nuprecon** continues with the ship-dismantling. For more on this, see page 19.

The District 04/District 80 joint picnic on June 25 was another success. Members from both districts were able to

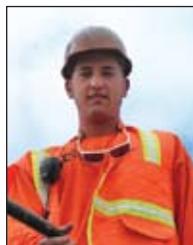
come together at the Creekside Country Club Park in Winters and enjoy the great food, fun games (for the kids and adults) and exciting raffle. Thanks to everyone for attending.

Apprenticeship Spotlight

Congratulations to Construction Equipment Operator (CEO) **Chris Chicarino** for journeying out in June and Crane Operator **Vernon Hubbard II** for journeying out in July.



Crane Operator
Vernon Hubbard II.



CEO Chris Chicarino.



From left: Gary Hansen joined District 04 members Frank Sacher and Curt Wiederholt at the District 04/District 80 joint picnic at the Creekside Country Club Park in Winters.



Duaine and Nancy Worden get full plates at the picnic.



Casey Osbun and his son, Devin, model their balloon swords.

District 12 Picnic another success

Paving season is going strong, and our signatory contractors have picked up a lot of the work.

Granite has a lot of paving in the Salt Lake Valley as well as work on the Dixie Interchange in St. George. **W.W. Clyde** is working on the Black Ridge job on I-15, on state Route 12 in southern Utah and on U.S. 40 at Strawberry Valley. The company also has work in Moab and is working on the Nine Mile Road improvement project (dust control) to preserve the Indian writings on the rocks. **Frehner Construction** finished jobs in Blanding and completed the Green River Airport job. **Kennecott Copper** has a big expansion project going on, and **Ames, Granite** and **W.W. Clyde** have a lot of the work updating **Kennecott's** operations at the mine and smelter. **Geneva Rock** has a lot of small paving jobs along the Wasatch Front, state Route 92 and the Kamas Valley. **Geneva Rock** and **W.W. Clyde** picked up more work at the National Security Agency (NSA) building, and the Mountain View Corridor and I-15 Core projects still need operators.

Pipeline work picked up again. **Snelson** has two jobs in the Vernal area for **Questar Pipeline**, and **U.S. Pipeline** and **Associated Pipeline** are finishing the Ruby Pipeline project. **Abercrombie** is working on the Apex expansion. The company had a slow start, and the snow in the high country has created problems, so with the short timeframe, it looks like crews may be working seven days a week to finish. Hats off to the members who work there. They are the best operators in the country.

The District 12 Picnic was held on June 11 at Draper City Park, and, as always, it was a great success! **KHP**, a Joint Venture (JV), is putting in the Draper light-rail line immediately next to the pavilion where the picnic was held, and it was fun for everyone to see our operators in action, as well as for these members to come and enjoy breakfast! We'd like to offer a special thanks to the apprentices who helped prepare and serve the delicious breakfast at this year's event. Rec. Corres. Secretary **Jim Sullivan** graciously awarded several service pins and 50-year gold watches to

deserving members, and we were grateful to have him at the picnic. Thank you to everyone who attended. Photos of some of these pin recipients can be found on page 12.

As we review our contractors' work needs, our members should take advantage of the Local 3 training site and classes offered. Update your Mine Safety and Health Administration (MSHA) and Occupational Safety and Health Administration (OSHA) certifications. Contractors are looking for universal operators, so get skilled on three to four pieces of equipment. We all need to perform top-of-the-line work for our signatories. Go above and beyond what is expected. We can do the work on time and under budget, and that is what makes our members the best. Let's show the non-union what Local 3 has to offer. Remember: United we stand, divided we fall.



Forty-one-year member Verlyn Shumway, 60-year member Byron Deleew, 54-year members James "Corky" Donovan and Tom Bills, 49-year member Don Strate, 48-year member James Cologna and 56-year member Lynn Reese.



Members working for KHP take a break from work to get breakfast at the District 12 Picnic on June 11.



Apprentices cook breakfast for the Utah District Picnic.

DISTRICT MEETINGS

All meetings convene at 7 p.m.

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
- 29th District 17: Honolulu
Ala Moana Hotel
Hibiscus Ballroom I
410 Atkinson Drive, Honolulu

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.

Please note: The resolution to amend the Operating Engineers Local 3 Bylaws will be presented for a vote by the membership at the Sept. 18, 2011 Semi-Annual Meeting in accordance with Article XXX, Section 3(a) of the Bylaws. An affirmative vote by the membership at the Semi-Annual Meeting will move the resolution for a vote of the members in each district at District Meetings and Special-Called Meetings during the month of October, in accordance with Article XXX, Section 3(c).

OCTOBER 2011

- 11th District 20: Martinez
Plumbers 159
1304 Roman Way
- 11th District 30: Stockton
Italian Athletic Club
3541 Cherryland Ave.
- 12th District 50: Fresno
Cedar Lanes
3131 N. Cedar Ave.
- 12th District 80: Sacramento
Operating Engineers' Building
3920 Lennane Drive
- 13th District 01: Novato
Unity In Marin
600 Palm Drive
- 13th District 90: Morgan Hill
Operating Engineers' Building
325 Digital Drive
- 18th District 04: Fairfield
Fairfield-Suisun Masonic Building
412 Travis Blvd.
- 18th District 40: Eureka
Best Western Bayshore Inn
3500 Broadway
- 19th District 10: Rohnert Park
Operating Engineers' Building
6225 State Farm Drive
- 19th District 70: Redding
Operating Engineers' Building
20308 Engineers Lane
- 20th District 60: Marysville
Veterans' Memorial Center
211 17th St.
- 25th District 11: Reno
Operating Engineers' Building
1290 Corporate Blvd.
- 25th District 17: Honolulu
Operating Engineers' Building
1075 Opakapaka St., Kapolei
- 26th District 12: Salt Lake City
IBEW Local 354
3400 W. 2100 S.

New members

District 70: Redding
Greg Conley
Manuel Debem
Dennis Donahue
Chad Talaska

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.

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
- 30th 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

October 2011

- 5th District 11: Elko
Newmont Mine Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko
- 12th District 11: Elko
Construction Meeting: 6 p.m.
Operating Engineers' Building
1094 Lamoille Highway, Elko
- 24th District 17: Kauai
Meeting: 7 p.m.
Kauai Beach Resort
4331 Kauai Beach Drive, Lihue
- 26th District 17: Kona
Meeting: 7 p.m.
King Kamehameha Kona Beach Hotel
75-5660 Palani Road, Kona
- 27th District 17: Hilo
Meeting: 7 p.m.
Hilo Women's Club
7 Lele St., Hilo
- 28th District 17: Maui
Meeting: 7 p.m.
Maui Arts and Cultural Center
One Cameron Way, Kahului

District Picnic Schedule

Hawaii District 17 (Oahu):

Saturday, Sept. 3

Hawaii District 17 (Kauai):

Saturday, Sept. 24

Hawaii District 17 (Maui):

Saturday, Dec. 3

District 17: Oahu Picnic Details

Saturday, Sept. 3, 10 a.m. to 2 p.m.

Operating Engineers' Building, 1075

Opakapaka St., Kapolei, Hawaii

Cost: Free

District 17: Kauai Picnic Details

Saturday, Sept. 24, 10 a.m. to 2 p.m.

Lydgate Beach and State Park, Hwy. 56,

Wailua, Kauai

Cost: Free

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.



Important dues notice

As you may know, the International Union of Operating Engineers' (IUOE's) Constitution requires all Local Unions to pay a per capita tax each month for all of its members. Effective July 1, 2011, the per capita tax is increasing from \$9.75 per member to \$10.25 per member, per month.

Based on our Local Union Bylaws, Article VI (Dues), please be advised that effective Oct. 1, 2011, all Retiree, incapacitated/disabled and Honorary Member dues will be increasing \$1.

You should receive a billing statement with your new dues rate in mid September 2011.

Shriners hosts free screening clinic

Retiree George Slack, a Local 3 member since 1962, is also a member of the Shriners. One of his volunteer duties for the organization includes putting together a free screening clinic for children in Mendocino County.

This clinic, available Oct. 9 from 11 a.m. to 3 p.m. at the Alex Rorbaugh Center at Grace Hudson Elementary School (825 N. State St., Ukiah, CA), will evaluate children in need of specialized services for orthopedic conditions, burns, spinal-cord injuries and cleft lip and palate. Acceptance is based solely on a child's medical needs – regardless of the patient's ability to pay. For more information regarding the screening clinic, please call Slack at (707) 485-0274.

For a list of other free clinics and information about this wonderful resource for children and their families, visit the Shriners International website at www.shrinershq.org/ShrinersHQ.

Many Local 3 volunteers participate in this program as a way to give back.

Honorary Membership

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

Stephen C. Barba	1566808	District 80: Sacramento
Antonio Bueno	1558389	District 17: Hawaii
Leovardo Escobar Jr.	1677702	District 80: Sacramento
Don K. Ford	2042022	District 10: Rohnert Park
Mark Geiser	1332707	District 20: Oakland
Richard D. Gray	1677704	District 20: Oakland
Manohar "Moe" Mangewala	1578493	District 20: Oakland
Emerson Respicio	1620474	District 17: Hawaii
Joseph James Villalobos	1425296	District 30: Stockton

DEPARTED MEMBERS

Anderson, Rodney Napa, CA District 04 06-07-11	Dippold, James Decatur, IL District 99 04-27-11	Hill, Hugh Freedom, CA District 90 05-16-11	Olund, Gary Hayward, CA District 20 05-16-11	Turley, Chester Watsonville, CA District 90 05-29-11	Keliioomalua, Cecilia. Wife of Keliioomalua, Samuel 05-03-11	Silva, Barbara. Wife of Silva, John (dec) 05-06-11
Ayers, Michael Spring Creek, NV District 11 05-27-11	Fenex, William Sr. Cody, WY District 99 05-27-11	Holokai, James Haiku, HI District 17 06-04-11	Pacheco, James American Canyon, CA District 04 05-16-11	Woodfill, Robert Redding, CA District 70 05-20-11	Larsen, Lavay. Wife of Larsen, Leland 06-01-11	Sweet, Pauline. Wife of Sweet, Ronald 05-15-11
Beards, Arthur Redding, CA District 70 05-20-11	Garcia, Thomas Paia, HI District 17 05-04-11	Huber, Ernest Jr. Daly City, CA District 01 06-04-11	Parker, Charles Alameda, CA District 20 05-16-11	Marshall, Elizabeth. Wife of Cook, Elmo 02-25-11	Teal, Terry Ann. Wife of Teal, D.L. 05-10-11	
Chatha, Prabhjo Rodeo, CA District 20 06-14-11	Goodeill, Bennett Sutter, CA District 60 05-02-11	Janssens, Pierre Redding, CA District 70 05-03-11	Pittard, George Vineyard, UT District 12 05-06-11	Chipman, Lynda. Wife of Chipman, James 05-11-11	Nickolisen, Mildred. Wife of Nickolisen, Clarence (dec) 05-22-11	Trott, Carol. Wife of Trott, Harold Jr. 05-20-11
Davis, Robert Rancho Cordova, CA District 80 06-03-11	Harper, Randy Prather, CA District 50 05-25-11	Long, Donald Yuba City, CA District 60 05-31-11	Rye, David Junction City, CA District 70 05-22-11	Dalporto, Yolanda. Wife of Dalporto, Bruno 05-09-11	Otterbeck, Irene. Wife of Otterbeck, John 05-04-11	Weller, Beverly. Wife of Weller, Fred (dec) 05-23-11
Diamond, Michael Deeth, NV District 11 05-26-11	Hatch, Farrell Paradise, CA District 60 06-04-11	McMurry, Garland Gilroy, CA District 90 05-26-11	Shan, Coy Bullhead City, AZ District 99 05-03-11	Freemyers, Brooksie. Wife of Freemyers, Gerald (dec) 05-20-11	Rhodes, Lucille. Wife of Rhodes, Howard (dec) 05-10-11	Whitaker, Ruth. Wife of Whitaker, Aster (dec) 05-14-11
	Heimgartner, Robert San Jose, CA District 90 05-30-11	O'Brien, Howard San Rafael, CA District 01 04-29-11	Szczygiel, Joseph Union City, CA District 20 05-19-11	Hanawahine, Louisa. Wife of Hanawahine, Joseph (dec) 05-09-11	Satterfield, Shirley. Wife of Satterfield, Edgar 04-30-11	

DECEASED DEPENDENTS

Routine check-ups important for Retirees too

Early detection helped 39-year member beat prostate cancer

By Jamie Johnston, associate editor

In last month's Health News section, we highlighted third-step Apprentice John Hughes, who detected colon cancer early and said it saved his life. We urged other apprentices to follow his lead and get regular check-ups.

Well, 39-year member Greg Miller wants to make sure Retirees follow that advice too!

Retired since 2007, the former crane operator stays healthy. He carries a commercial driver's license, and to keep it valid, he must have a physical every two years. He had never had any health problems.

"I thought I didn't need my commercial license anymore and came close to letting it expire," he said. "At the last moment, I finally went ahead and had a physical. ... That decision to get my physical saved my life."

Miller's doctor called a day or two later and told him his Prostate Specific Antigen (PSA) levels were elevated. After seeing a urologist, Miller was diagnosed with prostate cancer in January.

"I wasn't feeling any symptoms and actually felt pretty good," he said. "I came so close to not getting a physical."

After doing his research, he elected to have robotic prostate surgery, a minimally invasive procedure. Three months later, his cancer is gone.

"If I could share anything about my journey, it is get a regular check-up and physical. Early detection saved my life," he said. "I have had several friends and acquaintances who have had or scheduled physicals or colon scopes after hearing about me." This includes his daughter's father-in-law. "He found out, after his colon scope, he had a pre-cancerous polyp. His doctor told him that in a year or two, left unchecked or untreated, he would have

had a full-blown case of colon cancer. Early detection saved his life as well."

Miller says that catching a disease early on also gives you more options for treatment.

"Just make an appointment; go down and get it over with. It will probably just take an hour, and it probably saved my life," he said. "I was very fortunate. It was a pretty enlightening experience."

Miller is grateful that he had a strong support group during the ordeal – something Local 3 is partly responsible for. Not only did his wife of 27 years, Neena, and daughters Ingrid and Angela visit him during his stay at John Muir Hospital in Concord where he had surgery, but so did Fairfield Crane Rep. Jimmy Jacobs, who worked with Miller for years for Hatton Crane & Rigging, and fellow Retiree Al Lamar, who "broke into" Local 3 with Miller in the early 1970s.

Miller is expecting his first granddaughter soon and is excited to meet her.

For a timeline of when to get screenings for certain diseases, see June's Engineers News.

"If I could share anything about my journey, it is get a regular check-up and physical.

Early detection saved my life."

– Retiree Greg Miller



Retiree Greg Miller gets a hug from his wife, Neena, before having robotic prostate surgery earlier this year.



From left: Retiree Greg Miller visits with fellow Retiree Al Lamar the day after Miller had surgery for prostate cancer.



Members should also be aware of heart disease

Did you know? Heart disease is the leading cause of death for both men and women. It does not discriminate, as it is the leading cause of death for most racial/ethnic groups in the United States, including African Americans, American Indians, Alaska natives, Hispanics and whites. Risk factors include inactivity, obesity, high blood pressure, smoking, high cholesterol and diabetes. Take care of your health.

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: 25 acres, 3 bd/2 ba home with sun room, closed-in deck, living room, dining room, kitchen, dishwasher, smooth-top stove, refrigerator, washer and dryer, daylight basement, fantastic view, 3,200 square feet, 78 Gl. minute in well, 30-by-40 shop and 18-foot side, concrete floor in shop, barn, fence and cross fence, pond, blackberries, raspberries. Worley, Idaho. Owner will finance. Can send pictures. jendavleon@aol.com. Reg# 0883658.

FOR SALE: 2001 Itasca Sunrise, 30-foot motor home, Vortec V-8, 62,000 miles, 14-foot slide out, two roof airs, electric satellite dish and locator, TVs, MP3 player, 4,000-watt Onan Gen, walk-around queen bed, Roadmaster air braking system for tow vehicle, Gen exhaust extension. Serviced 150 miles ago, all new jack springs. More. \$29,000 or assume loan at \$476/month. (530) 273-3891. Pictures available. Reg# 2253924.

FOR SALE: D8H radiator core for 46A. \$800. (209) 401-7655. Reg# 2012178.

FOR SALE: X25 and X135 lowrance 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 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: Sheridan, Wyo. (no income tax) creek-side home on three acres, 30x40 shop with in-floor heat, outbuildings for the "toys." Large garden, fruit trees, berries. \$440,000 firm. Fresh air and lots of elbow room, fishing and ATV trails close by. Property has income potential. Lrwayne5@msn.com. Reg# 2541558.

FOR SALE: 3 bd/2 ba brick home in northeast Texas - Atlanta-Queen City area, 22 miles from Texarkana, Texas; 50 miles from Shreveport, La. C/HA, ceiling fans, tile, carpeting, laminate wood flooring, wood stove, laundry room. 1,963 heated square feet, two-car garage, 20.6 acres fenced pasture, pecan trees, barn with 10 stalls, tack room, work room, corral, more. \$299,000. (903) 799-7000. Reg# 1230337.

FOR SALE: 1979 International 4300 silver, 92 low miles, 15 trans, 2 sp Eatons 3,800 water tank, 4-inch Gorman Rupp Pump Duetz Powered, 5 sprays and miscellaneous parts. \$15,000 OBO or trade. (530) 238-2792 or (916) 204-2792. Reg# 2104944.

FOR SALE: 2006 Toyota Tundra double cab, 2wd, 4.7 V8, 33,000 miles. New Michelin tires, hard Tonneau cover (secure with lock) that is retractable, parking sensors, running boards, SR5 package and power rear window. Excellent condition. Can provide pictures by e-mail upon request. \$18,800. (707) 998-3518. Reg# 2093048.

FOR SALE: Remodeled 2 bd/1.5 ba homestead on 37-plus acres in Wauconda area, near Bonaparte Lake. Rolling hills, pond, sub-irrigated pastureland, dense forest. Perfect horse or cattle property. Plenty of water. Deer, moose, elk sighted. Secluded. Completely fenced and cross-fenced. Hot tub, detached garage, pole barn, tack room, hay sheds with power, RV storage.

\$265,000. (509) 486-0830. Reg# 1770647.

FOR SALE: 20 acres can be split. Trees. 2,130-square-foot, 3 bd/2 ba home. Jetted tub, stainless steel appliances. Fully furnished. Maytag Neptune washer and dryer. LG freezer. Included: Backhoe, riding lawn mower and small mower, large tiller, cement mixer, tools, 25 gpm well, 28-by-32 shop/garage. On county maintained road. Reduced to \$250,000. (435) 587-9183. Reg# 2241844.

FOR SALE: 1989 18-foot Sunbird ski boat. Open bough. V6 Chevy engine. King Cobra package. Runs great. Excellent condition. Low hours. \$5,999 OBO. (209) 795-6569 or (209) 404-5083. Reg# 1040650.

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: 1993 Harley Dyna Lower Rider motorcycle. This bike has been taken care of with no dents and only 11,000 miles. \$6,000 OBO. (925) 439-9206. Reg# 1419455.

FOR SALE: 8-foot side bar. More than 120 years old. Came from Belgium. The door reliefs are of Roman soldiers, clerics, and clerks. \$2,000 OBO. (925) 439-9206. Reg# 1419455.

FOR SALE: Parts for 2002 Ford F250. 7.3 engine and transmission, all running gear 192,000 miles. Truck was stolen and stripped. Pop-up hitch for Gooseneck. All or part. Can deliver. (408) 672-8092. Reg# 2049636.

WANTED: Western spurs, chaps, old guns and holsters. Western collectibles. (408) 672-8092. Reg# 2049636.

FOR SALE: Practically new 26-foot Walton Gooseneck Flatbed Trailer. Includes 7,000-watt generator. Dovetail, winch, dually on each side, hauled up to 37,000 pounds, two Heavy Duty Dexter axles. \$13,000. Contact Vic at (530) 923-4878. Reg# 1276105.

FOR SALE: Double wide 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 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 actual miles. \$12,500 OBO. (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, hoops, 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: 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: 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: Copies of True West, Frontier Times, Old West and Bad Man. magazines from 1962 to 1978. \$1 each. Also: Hollywood Machine shop metallic cartridge reloading press; all steel. Will take standard shell holders. \$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.

Bridging the gap

Story and photos by Jamie Johnston, associate editor

For almost 80 years, the Spanish Creek Bridge in Plumas County has carried travelers into the Feather River Canyon to fish, camp and even pan for gold, but its final traveler will cross the bridge soon.

Originally built in 1932, the two-lane, steel-truss bridge has exceeded its expected service life and is showing serious signs of structural fatigue. It no longer meets seismic requirements, has a less-than-standard shoulder width and cannot accommodate extra-large truckloads. Permit loads on this section of Hwy. 70 near Quincy are often denied, because the bridge is only about 23 feet wide between curbs and has an 80,000-pound maximum load restriction. When heavy trucks do cross the bridge, it shakes.

Because it would be very expensive – if even possible – to update the deteriorating structure, members working for C.C. Myers are replacing it with a new, seven-span, box-girder bridge featuring an open spandrel arch and a bicycle-friendly,

see-through railing that will aid in snow removal. The seismically sound replacement will extend the shoulder width to 8 feet and more than quadruple the weight-carrying capacity of the bridge.

At 627 feet, it will be one of the longest conventionally reinforced concrete spans in California and only the fourth state-highway, concrete-arch bridge built in California in the last 50 years.

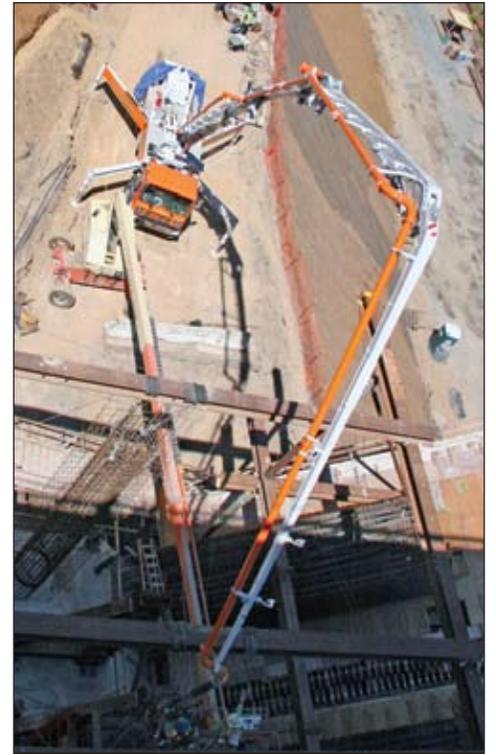
The existing bridge will stay open to traffic until the project is finished in the fall of 2012. Then it will be torn down.

Work began in June 2010, and according to Caltrans, construction will require 1.7 million pounds of rebar reinforcement and 6,000 cubic yards of concrete, which subcontractor Triple D Concrete Pumping has helped pour.

Funded by the American Recovery and Reinvestment Act (ARRA), the \$12.7 million project is the 11,000th transportation project to receive Stimulus funding nationwide.



Crane Operator Brock Randolph.



Triple D Concrete Pumping Operator Mark Bobbitt pours columns for the new Spanish Creek Bridge.



From the top

Though the existing Spanish Creek Bridge is being replaced, it is still in service, and Caltrans bridge crews must continue to maintain it. Maintenance was performed recently by Construction Equipment Operator (CEO) II Bob Bishop, Maintenance Worker Marc Prettyman and CEO II Scott Porter.

C.C. Myers' Excavator Operator Jack Hunter works on the Spanish Creek Bridge job. Behind him is the arch of the new bridge, and behind that is the existing bridge, built in 1932.