

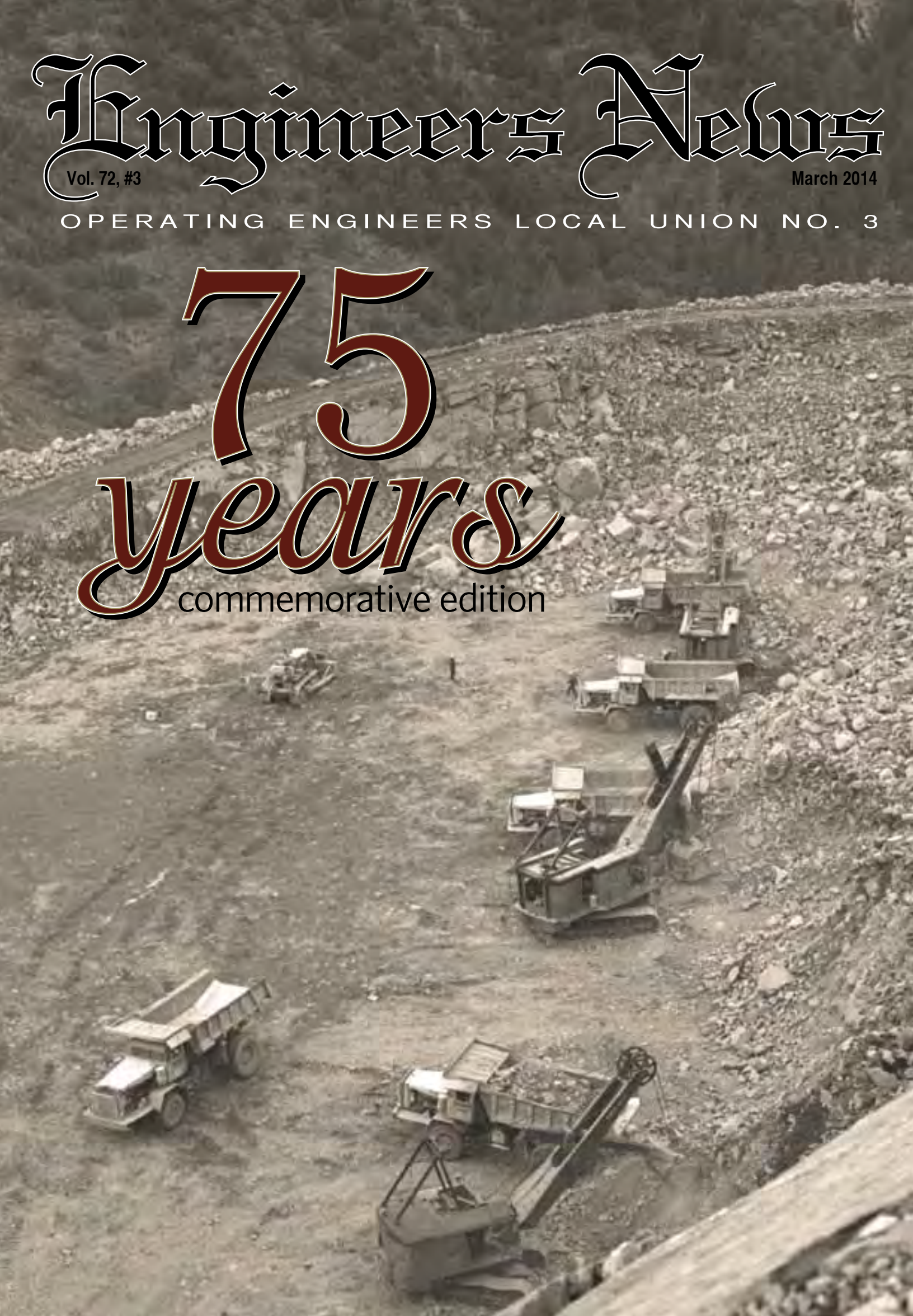
# Engineers News

Vol. 72, #3

March 2014

OPERATING ENGINEERS LOCAL UNION NO. 3

75  
*years*  
commemorative edition



# HISTORIC COVERAGE



The first issue of the *Engineers News* – “for members’ approval” – was published on March 12, 1943 and offered this explanation:

“For some time, it has been the ambition of Local Union No. 3 to publish some kind of monthly news letter, which would meet the needs of all. This issue is the first to be printed and mailed to all members. We hope it shall be of interest and meet with the approval of the entire membership.”



March 1955: A historic partnership between the AFL and the CIO is announced.



June 1959: Members in Utah’s Kennecott operation vote to remain union.



October 1960: The *Engineers News*’ masthead gets a facelift.



June 1963: Local 3’s officers are re-elected.



March 1966: Local 3 announces its first Dental Plan.



November 1969: The Rancho Murieta Training Center (RMTTC) is dedicated.



September 1974: Nevada’s Master Agreement is ratified with many increases.



March 1980: The Supreme Court upholds job-safety rights for workers.



May 1987: Huge Yerba Buena Gardens redevelopment provides 2,000 construction jobs.



March 1989: For the union’s 50<sup>th</sup> anniversary, the *Engineers News* gets a new size and look.



March 1997: Hawaii’s largest construction job, H-3, winds down.



April 2007: The *Engineers News* becomes full-color throughout.



April 2009: The *Engineers News*’ changes size.



# 16 Then and Now

Members have built some of the tallest bridges, toughest highways and most well-known dams in the country.

On the cover, operators work on Hell Hole Dam just outside of Auburn, Calif. Located in the rugged Sierra Nevada, the project began in the early 1960s and took about six years to complete. Construction took a huge hit in December 1964, when a five-day rainstorm flooded the job and caused the dam to fail. With more than \$100 million in damages, operators returned to work in the spring even more focused than before, running two shifts, six to seven days a week. The 420-foot dam was finally completed in 1966.



**Operating Engineers Local 3**  
Russ Burns      Business Manager  
Carl Goff      President  
Dan Reding      Vice President  
Jim Sullivan      Rec. Corres. Secretary  
Pete Figueiredo      Financial Secretary  
Steve Ingersoll      Treasurer

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# The way we remember it



As a third-generation Operating Engineer, I grew up living and breathing Local 3. I remember my grandfather, Jesse G. Burns, as a hard-working union man. Initiated in

August 1942, he was always proud of the fact that he was one of the union's original members. I became a member of this local only three years before my grandfather's passing, and although he knew and was proud that I was an Operating Engineer, I am sure he never dreamed that his grandson would one day be business manager of this great union.

You may not be aware, but I recently lost my father, Edward L. Burns, a proud 60-year member of Local 3. Although it has been a sad and difficult time and I miss him every day, I will cherish the memories my father shared with me about his experiences as a member of Local 3. Like my grandfather, he was a hard-working union man.

Both my grandfather and father always gave credit where credit was due, recognizing the fact that Local 3 gave them careers that let them provide for their families comfortably and with dignity.

As we celebrate the 75<sup>th</sup> anniversary of Local 3, I am happy to say that my sons are now fourth-generation Local 3 members. Like my grandfather and father, I am proud to be a member of this great union, and I am honored to represent you as its business manager at this historical crossroad.

I look forward to seeing as many of you as possible at the upcoming OE3 75<sup>th</sup> Anniversary Celebration at Six Flags Discovery Kingdom in Vallejo, Calif. on June 28. Please be sure to join us! Tickets are available now.

Congratulations to all of us on this historical milestone!

*Russ Burns, business manager*



Business Manager Russ Burns shares a photo of his grandfather, Jesse Burns, and gold cards from his father, Edward, and his grandfather.

I joined Operating Engineers Local 450 in June 1976, working out of Texas, and transferred into Local 3 (California) several years later. I joined the Local 3 staff in 1988 as a dispatcher and have held many staff positions since then, including business agent, district rep. and contracts manager. I have had the honor of being a Local 3 officer for 10 years now and am currently its president.

Though I've been here many years, I am often reminded how many others have served this great union with incredible careers and many more years of service. I worked with some of them as just a young, "punk" kid! When I look back, I think about all the people who helped me get to where I am and what this great union has provided me and my family.

First, there are the folks who guided me along the way, and to their credit, that was no easy chore! Even in my wild days, my dad, Buddy Goff, never gave up on me and is still my best friend. (He joined Local 450 in July 1960 and is now a retired Local 3 member.) There was Wayne Taylor, who was a mentor like no other and gave me a place to stay when I followed him to California from Texas. (They are both why I joined Local 3.) There have also been all of the great folks I've worked for and with on staff, such as Max Spurgeon, who first hired me, and Andy Mullin, who helped me get my first dispatch. (There are too many others to mention!) Without being given the opportunity in the beginning, I would never have made it this far.

Local 3 means everything to me and my family. It has provided an opportunity for a guy with a high school education to support his family and live the all-American dream – to be a blue-collar, middle-class American and be able to one day retire with dignity thanks to benefits that are second to none.

Throughout my career, I have vowed to work for the members of Local 3 by remembering its past and looking ahead to its future. Those who formed this organization 75 years ago are just as invaluable as the apprentices who graduate from its top-notch training centers today. We must honor both and stand tall, ready to embrace our next 75 years.

As Taylor always toasted with me, "Here's to more money and better working conditions!" These are what the union will provide.

*Carl Goff, president*



President Carl Goff works in the Bay Area in the early 1980s.



Vice President Dan Reding works on a water-intake project on the Sacramento River in 2002.

It amazes me how fast my 29 years of Local 3 membership have gone by and how lucky I have been, from the jobs I worked on to the friends I made along the way. Everything I have now is due to hard work and being a Local 3 member. When I joined the union in 1984, I didn't realize how much it was going to end up meaning to me and my family. When you first start out, you are mainly looking at the wages, but as time goes by and your family grows, you start thinking about retirement and realizing all the benefits of being union – health care, a Pension and Pensioned Health and Welfare.

I also realize how lucky I am in my position as an officer, to be able to see a lot of my old friends fairly regularly at District Meetings, picnics and Semi-Annals. When you run into operators you used to work with, you start talking about all the old jobs. You reminisce about the good times and the problems or personality conflicts you had on the job. It all becomes more great memories of being a Local 3 hand.

I also get to meet and spend a lot of time with members who have 40, 50, 60 or more years in Local 3. I enjoy listening to their stories of early jobs, how equipment has changed and how things were done back when they didn't have the technology we have now. However, some things really haven't changed that much, especially when it comes to being union and getting the job done.

We owe a lot to our Retirees who have kept this union on track and given us what we have today. That's why I hope everybody comes out and celebrates Local 3's 75<sup>th</sup> anniversary with us at Six Flags on June 28. I won't be around when we celebrate 150 years, but I plan on doing everything I can while I am still here, so that in another 75 years, this union will be just as great, if not greater, than it is today.

*Dan Reding, vice president*



As an inner-city kid growing up in San Francisco, I had very little exposure to the craft of the Operating Engineer – it was limited to my street being re-paved when I was about 12!

What a great accomplishment for Local 3 – 75 years of helping working people have a voice at the workplace, health care and a Pension that gives them the opportunity to retire with dignity.



Being involved with Local 3, one of the largest construction trades local in this country, has meant everything to me. As a second-generation Operating Engineer, I was raised to know the value of retirement and health care. This union gives my family stability; it means knowing I have health care and a Pension that will be there today and in my future. For me, that's a feeling of comfort, especially at this age. I'm not going to run out of these invaluable benefits as I get older, which is a concern for many non-union operators.

When I think of where Local 3 is headed, I see how our Apprenticeship Program has reinvented itself by bringing in a lot of bright people. When I attend our apprenticeship graduations, I'm energized by the young, aspiring operators who are going to take this union to a new level. In my home state of Utah, we've seen apprenticeship grow every year for the last 10 years. In 2002, we graduated two people in a two-to-three-year period, whereas now we are graduating 14 to 18 people a year! They're making it; they are quality operators. Knowing that we are going to leave Local 3 in their hands is a good feeling.

I think we're improving all the time as an organization, and we owe every success to the great foundation that was laid 75 years ago.

*Jim Sullivan, recording-corresponding secretary*



Rec. Corres. Secretary Jim Sullivan works on the first phase of the Utah Light Rail project for Granite Construction between 1997 and 1998.

Several years later, at the age of 19, I was offered the opportunity to enter the Local 3 Apprenticeship Program at the Rancho Murieta Training Center (RRTC). I had no idea what was in store for me. The first thing I remember was the director telling us, "You should be ready to live out of a suitcase and to follow the work."

I had a lot of difficulty adapting to the rugged nature of the men who were teaching me. I fought the notion that they were yelling at me "because they liked me." It would be several years before I began to understand how and why it worked that way. The first couple of years, I worked in the city. Then I was dispatched to Ferma Corp. and worked all over the Bay Area and beyond for the next 10 years. Because I was taught to never turn down work, I eventually worked "out of a suitcase" all over the country.

As the years passed, it became more clear to me how fortunate I was to get into the Operating Engineers. It has been very good to me and my family. But what I never expected was how the brothers and sisters of this local have become an extended part of my family. There have been those who taught me and those I taught. There were memorable jobs and projects, like tearing down Kezar Stadium, sifting through rubble in the Marina District after the Loma Prieta Earthquake and on and on. Like so many of us, I can look around nearly anywhere in the Bay Area and say, "I worked on that." I have been a part of campaigns to move projects forward, political fights to protect prevailing wage or get a candidate elected, strikes, contract battles and of course union politics. All of these memories fill me with a great sense of pride, which would not have been possible without my initiation into this great local. My badge of honor is my union card, Reg#1897552, and for that, I am eternally humble and grateful.

The battle continues ...

*Pete Figueiredo, financial secretary*

*Steve Ingersoll, treasurer*

Financial Secretary Pete Figueiredo, front row, third from right, works on the San Francisco Wastewater Treatment Facility project in 1982.



Treasurer Steve Ingersoll, front row, right, takes part in an on-field gradesetting class in 1996.

# A few notables

This timeline is but an overview. Events mentioned elsewhere in this edition were left off to avoid redundancy.



Utah's Kennecott Copper mine became signatory in 1962.



A backhoe operator works some magic "on all fours" while working on the Oakland Coliseum in 1965.



1939: Local 3 forms from the amalgamation of several smaller locals in Northern California and Nevada.

1939

1950: Shipyards begin rebuilding fleets for the Korean War effort; factory work increases for defense production.

1950

1959: More San Francisco naval shipyards/drydocks become a source of work.

1959

1962: Bechtel's 255-mile gas pipeline project in Nevada nears completion. Signatory Kennecott Copper (Utah) signs an agreement with Local 3.

1962

1965: More floods devastate the Eureka area (Local 3 provides clean-up); construction of the Oakland Coliseum begins.

1965

1970: Work on renovating Candlestick Park begins.

1970

1943

1943: More than \$16 million is dedicated toward war projects; work on Hunters Point Shipyard begins.

1955

1955: Operators work on the Humboldt Bay Steam Plant, which would eventually become the Humboldt Bay Power Plant; major floods ravage much of Northern California, creating more than \$200 million in repairs to dams and levees.

1961

1961: Chico receives the giant \$30 million Titan Missile Cases project; Utah begins work on a big job at Bingham Mine; President Kennedy signs a \$394 million redevelopment bill designed to create construction jobs and jumpstart the economy.

1963

1963: Local 3's pioneer safety program receives national recognition; San Francisco's Golden Gateway project begins; a huge subdivision in Fresno breaks ground.

1968

1968: The Technical Engineers Master Agreement with Bay Counties Civil Engineers and Land Surveyors Association is ratified.

1971

1971: An Affirmative Action Agreement is signed between the government and the Building Trades, calling for more women and minorities to be employed in construction fields.



Members work on the Humboldt Bay Steam Plant project in 1955.



From left: Instrumentman Noel Stuart, Party Chief Mike Moore and Heading Engineer Chuck Anderson work in the Bay Area in 1968.





Business agent Bob Blagg accepts an authorization card from new Caltrans member Joe Lopez in 1991.



Members get Utah ready for the 2002 Winter Olympics in the Salt Lake City area.

1977: Bay Area highway work booms on Hwy. 4, I-580 and I-680; Nevada's MGM Grand Hotel project reaches its peak of construction, employing more than 1,000 members of the building trades.

1977

1987: Members in Hawaii begin work on the Ko'Olina, a giant subdivision.

1987

1991: Almost 11,000 California state employees become part of one bargaining unit, Unit 12, and many of those employees become Local 3 members.

1991

1995: Local 3's organizing mobility program, Construction Organizing Membership Education Training (COMET), is formed to gain bargaining and organizing strength.

1995

2002: Preparation for the Olympics in Salt Lake City comes to an end after four years.

2002

2010: Construction of the fourth-bore of the Caldecott Tunnel begins.

2010

1986

1986: The Sacramento area enjoys the construction of Hwy. 65 and the widening of I-80 starting near Auburn.

1989

1989: The Loma Prieta Earthquake rattles the Bay Area, creating repair work on the Cypress portion of the Nimitz Freeway and the Embarcadero; Local 3 celebrates its 50<sup>th</sup> anniversary at Marine World.

1992

1992: Hurricane Iniki tears through Kauai, and in response, Local 3 sets up a relief fund and provides some clean-up on the island.

2001

2001: Sept. 11 terrorist attacks occur in New York City and Washington, D.C.; Local 3 trains with firefighters in joint disaster-response efforts at the Rancho Murieta Training Center (RMTC).

2007

2007: The union's longest-running strike begins against Valley Power, and in response, the union's first Strike Fund is set up as well as a strike-action class, called Fair Industry Strike Training (FIST).

2014

2014: Local 3 celebrates its 75<sup>th</sup> anniversary!



After the Oct. 17 Loma Prieta Earthquake, members Randy Burke, left, and Jay Brown point to a column that used to hold up the Nimitz Freeway.



Members, staff and family rally behind the members involved in the strike against Valley Power in 2007.

From left: New journey-level Operator Dan Calvin and Rod Hocking work on Candlestick Park in 1971.

# FRINGE BENEFITS: How far we've come

Local 3's Pension was started in 1958 at a cost of 5 cents an hour. There was some hesitancy to do this, as it seemed like a gamble and a lot of money at the time, but it certainly paid off. The first benefit was paid out in 1960, and at that time, the "Normal Pension" paid \$60 per month, or \$720 a year. In January 1967, there were about 708 Retirees who were receiving about \$200 a month. By 1989, the Pension Plan was paying about \$6.6 million a month to 10,000 Retirees and beneficiaries and had about \$1 billion in assets. Today, the Plan pays almost \$30 million a month to nearly 15,000 Retirees and beneficiaries. Oh, how far we've come!



## 1st Pensions Paid

In 1960, the very first members of Local 3 to receive pensions under the new Pension Plan include Stockton District 30 members William Bacon, Henry Brown, Eric Edenholm, John Eutaler and Walter Mills.



Business manager Al Clem, left, presents the San Jose District members with the union's first Pension checks. Among them were John T. Bannister, Alexander Bond, James Potter, Albert Sharon, John VanDorn and Oscar F. Yeager.

### Retiree Meetings start a new chapter for Local 3

Once the Rancho Murieta Training Center (RMTC) was established in 1969, Retiree Meetings and annual Retiree Picnics, which were first called the Old Timers' Picnics, began in earnest. The Retiree Association adopted formal Bylaws in the early 1970s under business manager Dale Marr. Fifteen chapter locations were established, and chapter chairmen were appointed by the Executive Board in accordance with the Bylaws.



### Benefit Fact Sheet

Pension Trust Fund – started in 1958

- First benefit was paid in 1960
- Normal benefit was \$60 per month with 25 Pension credits

Health and Welfare Plan – started in the mid-1950s

- Covered a daily allowance for hospital stays
- Paid a percentage of doctor bills
- Prescription-drug coverage began soon after, with participants paying a \$1.50 co-pay per prescription

### FUN FACT: The Retiree Picnic was originally called the Old Timers' Picnic.



**1973**  
During an Old Timers' Picnic, Retirees John Crump, left, and Walter Drendel, flash their gold cards with wives Marie Crump and Lois Drendel.



**1980**  
Everyone enjoys themselves during a Retiree Picnic held at Rancho Murieta.



**1995**  
Bud Lampley Sr., center, shows his 50-year watch with Local 3 members Bud Lampley Jr., right, and Bud Lampley III.



# Public-employee representation over the years



Congratulations, Local 3, on a 75-year tradition of serving your members and their families, exemplifying what unions are all about and being the leader in the union movement yesterday, today and tomorrow. Operating Engineers Local 3 is truly the finest, most professional labor organization in the United States.

In 1939, Local 3 began representing construction workers in Northern California and Nevada. This representation would later spread to Utah and Hawaii. Thirty years later, on June 15, 1969, OE3 started a representation of public employees that flourishes today. The Public Employee Division has become a mainstay for Local 3's jurisdiction. The union currently represents 6,675 public employees in 171 different units spread across Northern California, Nevada and Utah.

Representing public employees became possible in 1968 with the passing of the Meyers-Milias-Brown Act (MMBA), which gave public employees the right to organize and negotiate wages, hours and other terms and conditions of employment. But even with its passing, Local 3 had to fight cities, counties and special districts to abide by the law and give their employees the rights they deserved. By the spring of 1969, the OE3 Public Employee Division had many units throughout OE3's jurisdiction, but then-business manager Al Clem wanted more. He coordinated a huge effort to represent all public employees throughout Merced, Mariposa, Madera, Fresno, Kings, Tulare, Alameda, San Francisco, Sacramento, Santa Clara, San Joaquin, Siskiyou and Sutter counties along with cities such as Oakland, San Jose, Santa Clara, Stockton and Sacramento. By 1970, OE3 was a driving force in the representation of public employees.

This representation increased in 1977, when the County Employees' Management Association (CEMA) affiliated with Local 3 after having submitted articles of incorporation as a non-profit organization in 1973.



*In 1975, Gov. Jerry Brown, right, meets with business manager Dale Marr to discuss the need for improved public-employee legislation.*

Managers and supervisors were motivated to unionize after the county awarded union groups with raises and other benefits. A total of 319 CEMA members joined, creating the largest management unit in state history to be represented by an AFL-CIO affiliate.

If you look through past editions of Local 3's *Public Employee News*, which was first published in 1969, you will see that we still fight today for benefits and wages that were fought for 45 years ago. For instance, in May 1971, OE3 negotiated a uniform allowance of \$100 for Fresno County deputies. In September 1971, we negotiated longevity pay, overtime, call-back, rest periods, Saturday and Sunday work, vacation/sick time, severance pay and health-insurance benefits. In January 1973, we won some back-pay for overtime at Valley Medical in Fresno. In October 1975, OE3 filed a writ of mandate on behalf of the Richmond police officers, forcing the chief to meet and confer over a change in working conditions. These are just a few examples of the hundreds of battles that shaped our history. All the benefits, wages and labor rights you have today didn't just happen. For 45 years, OE3 has been fighting big battles for public employees, winning some and losing some but always working for our members.

Thanks to union representation, you have rights and benefits. Fight to keep them; fight to keep your union strong.

## PHOTOS:

*San Jose's famous (or infamous) "meter maids" join Local 3 in 1971.*

*The Marysville Joint Unified School District bus drivers in 1973.*

*In 1973, J.R. "Bobby" Gible, job steward and transport driver out of the Redding District, is highlighted in the Public Employee News for helping organize Siskiyou County employees.*

*In 1975, the Olivehurst Public Utilities District employs Job Steward Art Trimble, left, and Howard Davis.*

*Members with the Santa Cruz Police Department Traffic Bureau in 1975.*

# SILVER AND GOLD: Two anniversaries of unionism

In 1963, Operating Engineers Local 3 business manager Al Clem spearheaded an effort to create a credit union for Local 3 members and their families that would save them money and offer a broad range of affordable financial services. This effort formed the Operating Engineers Local 3 Federal Credit Union (OEFECU), which opened its doors to members in February 1964.

The Credit Union's first official financial report showed assets in the amount of \$9,682, member loans totaling \$2,082 and a membership of 243. By the end of its first year, the Credit Union had grown to \$265,562 in assets, loaned out \$236,306 and had 2,931 members. Services such as Payroll Deduction and Vacation Pay helped expand the Credit Union, giving its members a more convenient way to save.

From its first home within the Local 3 Headquarters on Valencia Street in San Francisco, the Credit Union has grown to become the largest union-based Credit Union in the country, serving more than 74,000 members and offering 22 branch locations in Northern California, Northern Nevada, Oregon, Utah and Hawaii. This growth has made the Credit Union more than \$850 million in total assets, helped members obtain more than \$3.8 billion in low-cost loans and returned more than \$416 million in dividends.

This year marks the Credit Union's 50<sup>th</sup> anniversary – and the union's 75<sup>th</sup>! During the last 50 years, the Credit Union has expanded to become a full-service financial institution offering products and services such as checking accounts, debit cards, Visa credit cards, a variety of consumer-loan products, home-equity and real-estate loans, 24-hour online banking and mobile banking/apps. As OE Federal continues to grow, so does its offerings. The Credit Union plans to roll-out two new services in 2014: Mobile Deposit and Personal Finance Manager. Both of these are great online/mobile banking tools that make life easier.

The Credit Union enables union members and their families to show their support for the union-movement by banking with a member-owned, 100 percent union financial institution. By giving members an option for financial services beyond those offered by non-union, for-profit institutions, the Credit Union gives members the opportunity to affordably meet their day-to-day and major financial needs.

If you or your immediate family is interested in joining the Credit Union, call (800) 877-4444 or visit [www.oefcu.org](http://www.oefcu.org).



The Credit Union's Dublin, Calif. administration building opened its doors in 1964.



The Credit Union's Livermore, Calif. administration building today.



## IT ALL STARTED WITH LOCAL 3

50 years ago.

OE Federal Credit Union was created to provide **Local 3 members and their families** with affordable financial services. For the last 50 years, we have been there through all financial stages of Local 3 members' lives, from their first paycheck to retirement. And we will continue to be there for Local 3 – for many years to come!

**Happy 75<sup>th</sup> Anniversary Local 3!**

Call or visit us online today!  
(800) 877-4444 • [oefcu.org](http://oefcu.org)

# GAME CHANGERS: ORIGINAL SIGNATORIES

From a handful of original signatories to today's 2,563 union-wide, Local 3's influence in the construction industry is incredibly powerful, as is the union's ability to negotiate fair wages on behalf of its skilled membership.

There would be no employment for our members without the companies that hire them. And while the relationship between contractors and the union can be fragile at times (particularly during negotiations), it is a necessary component to productivity for both parties. Over its 75-year history, Local 3 has loved some contractors, picketed others, signed new ones and let a fair share go. (We represented nurses in Reno for awhile in the late '90s.) At right are some of the local's earliest signatories, and below are some of the significant details about their early agreements.

### Worth mentioning

- In 1946, members working for Basalt Rock Company made \$1.70 an hour for operating a locomotive but made a quarter more if the locomotive was steam-powered or weighed more than 30 tons.
- In 1946, McDonough Steel employees received holiday pay for "Decoration Day," which is called Memorial Day today.
- A war-time clause was included in some agreements, with language such as this from 1945: "For the duration of the present war or National Emergency, or until the President of the United States of America shall have declared the Emergency at end, Presidential orders or subsequent Presidential orders applying to National Defense construction work shall be deemed a part of this Agreement ..."
- Agreements in the '40s were signed by the company CEO, the International Union of Operating Engineers (IUOE) general president and Local 3's president, financial secretary, business manager and business rep. (in that order).

Historic signatory agreement signed	First average hourly wage
McDonough Steel Company (Steel Erectors) – 1943-1980	\$2
Peterson Tractor "Holding" – 1945 to present	\$1.60
Basalt Rock Company, Inc. (associated with Dillingham) – 1946-1978	\$2
The Scrap Iron and Metal Dealers Association of Sacramento (Levin Richmond) – 1947 to present	\$1.87
Central Supply (Concrete Material Dealers) – 1947 to present	\$1.75
Kennecott Copper (Utah) – 1962 to present	\$2.48
Weeks Drilling and Pump Company – 1963-2009	\$2.50
Dutra Dredging – 1965 to present	\$4.92
Newmont USA Limited, dba Newmont Mining (Nevada) – 1965 to present	\$3.05
Earl Games (Nevada) – 1965 to present	\$4.92
Recology Yuba-Sutter (Yuba-Sutter Scavenger) – 1965 to present	\$2.50
Hanson Aggregates-Tidewater (Tidewater Sand and Gravel) – 1967 to present	\$3.40
Geneva Rock Products – 1967 to present	\$3.54
Allied Construction, Inc. (Hawaii) – 1967 to present	\$4.59
Hawaiian Dredging Construction Company (Hawaii) – 1967 to present	\$4.59
Royal Contracting Co. Ltd. (Hawaii) – 1967 to present	\$4.59
Ralph S. Inouye Co. Ltd. (Hawaii) – 1967 to present	\$4.59
Odd Fellows Cemetery Association – 1968-1975	\$2.55
Foremost Foods (dairy products, Guam) – 1979	\$4.50

Historic associations	First average hourly wage
Associated General Contractors (AGC) of Northern California – 1946 to present	\$2
AGC of Northern Nevada – 1949 to present	\$2.12
General Contractors Labor Association (GCLA) of Hawaii – 1967 to present	\$4.59



**CLIPPED FROM OUR NEWSPAPER ARCHIVES**  
From left: A copy of the AGC agreement in 1947. In 1968, business manager Al Clem, right, signs AGC, represented by Joe Barnhart, to one of the best Master Construction Agreements ever negotiated at the time. This cartoon drawn by member Harry Carver ran in June 1947 after a successful contract with AGC was reached. McDonough Steel Company runs an ad in December 1944.

# The men, the myths, the legends

## *Retirees share stories from Local 3's beginning*

By Jamie Johnston, associate editor, and Dominique Beilke, art director

He wore a cowboy hat to protect his head. No work gloves, no safety vest; just some jeans and a button-up, two-pocket "work" shirt with the sleeves rolled up. Art Cereda was ready to go to work – he was typically an oiler in his early years – and flashed a smile for a quick photo in front of one of the early Caterpillar dozers being used on his jobsite this particular afternoon. He seemed happy. After all, he was making an impressive \$1.20 an hour – a lot more than the 15-cent wage he was making working on ranches.

Now a 66-year member and longtime Retiree, this image of Cereda at work is almost humorous.

"It's pretty fascinating," he said about how far the equipment has come over the last six-and-a-half decades. "I don't know – some of it to me is unbelievable!"

He's not the only one who feels this way.

In celebration of Local 3's 75<sup>th</sup> anniversary this month, the *Engineers News* caught up with many of its oldest members, those with union service pins that date back almost to its beginning, to see firsthand how far the union

### *Sixty-two-year member Mike Robertson, retired gradesetter*

*How do you like retirement?*

"The retirement is excellent. The Health and Welfare has always been very good for my family."

*What do you think about the new technology?*

"I'm amazed. I'm just absolutely amazed. The equipment is bigger, heavier, does more work, but it was just a matter of developing the correct metallurgy to build the equipment out of, so it could withstand the pressures and the loads and the hydraulics. It's just amazing. Now we have GPS, lasers – it's just unbelievable."



*How else has the field changed since you retired?*

"Oh my Lord. We went from steel chains to just all kinds of electronic stuff over the years. I started out on a seven-man survey party, and now it's a one-man [crew that] does the same thing as all seven, so it's just been tremendous changes in the engineering part of it."

*How much were you making when you first got started?*

"\$1.95 an hour; about \$80 a week. ... There were hardly any benefits at all when I first joined, but compared to wages back in the '50s, that was a lot of money."

*Do you have any advice for the apprentices just starting out?*

"Enjoy your job and be safe. That's what I can tell them. And get as much training as they can. I had always talked with the guy on the job – they had to train the apprentices, because if they didn't train the apprentices, who was going to pay for their benefits when they retired?"

*Did you like operating equipment?*

"Every day I went to work I enjoyed it."

*What was one of your most interesting jobs?*

"Christmas 1955, I worked up at Nicolaus. The levee went out and the bridge went out and everything was flooded up there and we worked an hour before sunup 'til an hour after sundown, seven days a week for five months without a day off. Now that was a lot of money. That was big paychecks, which today, would be nothing [laughs], but back in '55, that was just – we worked so many hours, that just really piled up. ... We were working in water anywhere from knee-high to waist-high to walk back and forth to the equipment. ... That was exciting."

### *Fifty-four-year member Buck McConnell, retired dozer, loader and scraper operator*



*Buck McConnell operates a 14A D8 in 1963.*

*What do you think about joining Local 3?*

"It's one of my best moves."

*What was the equipment like when you first got started?*

"When we started out, they didn't have canopies on them. You're just sitting out in the air."

*What about the technology that is used today?*

"When hydraulics came in, that made a big difference, but the new Cats with oscillating rollers and all that, they ride so much easier, and they're fast!"

*Your son is a Local 3 member. Did you ever take him out on the job?*

"On this Bella Vista Water District up here, they got a big pond, and when he was too little to sit in the seat and touch the pedals, I let him run a [D]9 ripping, and he'd lean against the seat, so he could put his feet on the brakes."

*Do you have any advice for the apprentices just coming into the union?*

"Get really good at something to hold your job, and then spread out from there. But don't come out thinking that somebody owes you something. Work for what you get."

*What do you think about the Retirees who came before you and what they did for the union?*

"You guys just ahead of me done an awful lot of work organizing this thing. But when I came in, there wasn't much difference in pay between the woods and the operators ... but we built it up to something, and I'm not sure that the young guys appreciate all that was handed to them."

has come and what exactly we're celebrating. Through the interviews, old photos and tales of times gone by, one thing is for sure: Local 3 has come a long way. Retirees across our four-state jurisdiction chuckled as they recalled the "good" wages they made in the 1950s and '60s, the "new" equipment they operated and the hydraulics that were introduced to heavy equipment that rocked their worlds – or didn't, as many were happy to finally be able to say! They said a lot to us about their journey. Below is a sampling.



Art Cereda stands next to one of the early Caterpillar dozers used on his jobsite.



*Sixty-four-year member **Milton Birkhahn**, retired operator at a gravel/cement plant*

*What were your wages like when you first started?*  
"When I started in the union, I was making \$1.69 an hour with overtime."

*What do you think about the technology used today?*  
"I think it's great! I was thinking the other day about operating my dozer. I doubt it now that I could even start one, let alone run it."



*Do you have any advice for the apprentices who are just getting into the industry?*

"Yeah, I have a lot of advice! It's join Local 3 if you get a chance – that's my advice! ... Join the Operating Engineers. Join it! Good benefits. Good retirement. I get my check on time – my retirement check. ... And the best thing for me is the Health and Welfare."

*Where would you be if you hadn't joined the union?*  
"If it hadn't been for Local 3 and the [prescription] drug program or their Health and Welfare, I would have been out in the street with a tin cup! I'm sure of it!"

*Did you make friends while working in this industry?*  
"I considered the people I retired with my family. ... I considered Local 3 my family."



Milton Birkhahn worked here, at the Lone Star Mill in Tracy, for 35 years.

*Sixty-three-year member **Frank Mendes**, retired gradesetter, operator*

*What were the wages like when you first got started in the industry?*  
"Dozer operators got \$2.40 an hour. ... I thought that was a lot of money!"

*What do you think about the technology the equipment has today?*  
"It's amazing the things we can do now."

*What about with the equipment overall?*  
"The equipment is so much better nowadays, and it's so much easier to operate. And it's safer. We got away from the cables."

*Have there been any other big changes?*  
"The steering on the old ones [equipment], you had to pull pretty hard. The new ones, you just, you pull them with your fingers because they are hydraulic-operated too."

*Do you think operators have it easier these days?*  
"It's still hard work; you still get tired, but it's a lot easier and they can do better work because they've got better equipment."



As you can see, a lot has changed since Local 3 began 75 years ago this month! However, some things will always stay the same. Fifty-five-year member Charles



Fish is a perfect example. A mechanic in his active years, Fish, whose stepfather and brother were also union mechanics/welders, remembers running parts to Trinity Dam during its construction between 1957 and 1962. And though the

equipment has come a long way since those days, Fish will always be a proud Operating Engineer!

"It's just in you, let's put it that way," he said. "You know, you see it [equipment] and you want to watch it go. It's just like the scrapers that are running behind my house. I go out there and sit and watch them going up and down the hills."

The view is nice when you're a retired Operating Engineer!

# The WAR years

By Mandy McMillen, managing editor

What was the country like when Ivan Woodford joined the Navy in 1942? What was it like for Vietnam veteran Don Grant when he returned from Chu Lai in 1969? Why does a career in construction make sense for Justin Pilkington, a veteran home from Iraq?

The union's history is part of a national history, and our veterans played a major role in shaping both, particularly as they sacrificed so much for the service of their country during major world wars. Their stories and articles from our *Engineers News* archives are real accounts of what we've read in history books. We would be amiss not to share some of them.

For instance, Woodford heard about the invasion of Pearl Harbor on his radio in 1942.

"We better do something about it," he thought at the time. He was 21 years old.

The next week, he went to work on a Liberty ship for the war efforts at the Marin Shipyards in Santa Rosa. While working there, he soon signed up for the cause – and the union. (Two decisions he has never regretted.)

Woodford's first construction job was during the war. He operated cranes for the Navy's Construction Battalion (Seabees) at Pearl Harbor, the Midway Islands and the Philippines.

"On the Midway Islands, I was 35 feet above sea level with the crane on a barge, digging in the ocean floor for barge flow. It was a Proteus Submarine job."

Today, at 103 years old, Woodford is Nevada's oldest living veteran, earning a state holiday in his honor. (He is also one of the union's oldest members with a service-record of 71 years.)

It has been estimated that more than 2,000 members like him fought overseas during World War II and thousands more worked on defense efforts at home, which included ship-building, something Woodford did initially, and dredging.

"Labor's contribution [to the war effort] has been probably the most significant and the most constructive made by any group in the country," wrote an official of the War Production Board in the *Engineers News* in 1943.

Abroad, it was up to the members "to pick a site for a base or airfield, build a road to it, construct the base and then go back and build docks on which we can land supplies," wrote a journalist for the *Engineers News* in 1943.

Members at home

were urged to donate blood and purchase war bonds. Local 3 was proud of its \$25,000 purchase of these bonds in 1945 and even prouder of its military members. It began printing a section in the *Engineers News* titled "News about the brothers," which explained in sometimes graphic detail how our military members were faring abroad. For instance, "Brother John B. Gale was captured by Rommel on Feb. 17, 1943. Flown to a prison camp at Furstenburg on Oder, he says he spent the next 26 months doing nothing much but concentrating on how to keep from starving."

In an *Engineers News* article printed in March 1944, Seabee/member H.J. Hulstrom commented, "This is a new kind of war. ... You can't win it with just guns and ships and planes. It takes bulldozers, trucks, Cats, cranes, shovels and all kinds of heavy stuff that doesn't look like it could fight."

There was no question that the war effort helped the United States recover from the Great Depression, as upon the war's end in September 1945, our country emerged as a global superpower with Local 3 benefiting from and aiding in that success.

Subsequent wars would also impact our industry, such as the Korean War from 1950 to 1953. In 1951, 174 Local 3 members had enlisted, while defense production was amped-up again at home. According to a

U.S. Labor Department press release published in the *Engineers News* in January 1951, 2 million workers would be needed to shift to defense, including women.

"These needs are expected to push the total labor force to at least 68 million," the article said.

The military valued men with construction experience, stating in a report published in the April 1951 edition of the *Engineers News*, "The Seabees recognize the necessity of well-trained personnel for quick construction of shore support for seapower."

Politically, unions pushed for a strong Defense Act to ward against inflation, while military construction bills provided almost half a billion dollars for projects at places like Mare Island, Fort Ord and Mather Field.

Just three years later, the Vietnam War would start, and its effects would forever change America's culture and politics.

Just as the Navy had done before, it began another massive recruiting drive for its Construction Battalion in 1968, stating in a letter addressed to International Union of Operating Engineers (IUOE) president Hunter Wharton, "We particularly need skilled



Ivan Woodford operates a crane on the Midway Islands during World War II.

400,000 women to work in shipyard  
Washington, D. C.—Over  
thousand women will be war  
American shipyards in three  
according to Mrs. Elizabeth F.  
chief of the War Relocation  
Administration, U.S. Department of  
There are some 10,000 women  
and they are working for



heavy equipment operators; more than 1,600 in the next three months."

The commander also thanked the IUOE president for the union's earlier aid, writing, "Largely due to your unselfish and effective efforts, 19 Seabee battalions are now helping build a bulwark against Communist aggression in Southeast Asia."

While Local 3 provided men to help in the war effort, it also offered returning veterans a lucrative career.

Retiree Grant was one of them. He served as a Marine from 1966 to 1969 and spent "one year and 23 days" in Vietnam as part of the 9<sup>th</sup> Combat Engineers Battalion, working for Bravo Co., a combat engineer company that fought in and around the city of Hue, the Ashua Valley, Phu Bai, Quang Tri and Dong Ha. Grant was one of the survivors of the brutal Feb. 7, 1968 Convoy Ambush that occurred during the Tet Offensive.

"You did whatever you were told," he said about his duties. "We were grunts; ground-pounders. ... We carried the dead, wounded and survivors [after the ambush] that we could get to in the graveyard back with us, and the wounded were medi-vaced out from the fire base that night."

After witnessing much tragedy during his tour, Grant said his return home was difficult, since the country was not nearly as welcoming of its veterans as it is today.

"After 45-plus years, I have finally become somewhat comfortable speaking about that time period," he said. Even so, "I never regretted it one bit; was and am proud to be a Marine and would do it all over again if needed."

Serving gave him a sense of self-reliance that propelled him into a successful career with Peterson in Chico, Calif., and a position on Local 3's staff, which he held until his retirement in 2008.

"Joining the union was the best thing that could have happened to me during my work life," he said.

Our members served in more recent wars as well. During Operation Desert Storm in the early '90s, a section ran each month in the *Engineers News* called "Honoring those called to active duty." Arnold Shields from Utah District 12 was featured for his efforts



Member Don Grant serves with the Marines during the Vietnam War in the city of Hue, just after the Tet Offensive occurred.



This photo of the swing-shift operators at the Kaiser Shipyard No. 1 was taken during World War II and reprinted in the March 1970 *Engineers News*.

overseas in Germany in 1991. At 57 years old, he was the oldest soldier in the Utah National Guard's 1457<sup>th</sup> Combat Engineers Battalion. (He also served in the Air Force from 1951 to 1959 and joined the Army National Guard in 1975.)

When asked about his career in construction, he said, "I just loved it ... operating scrapers and road graders all over Utah and Nevada. I felt free to go anywhere and go to work."

Clearly, a strong correlation exists between those who helped build America and those who fought to protect it.

Today, Local 3 continues to provide military men and women a great career path through company sponsorships into the Apprenticeship Program and the Helmets to Hardhats Program, which allows qualified veterans direct entrance.

For Pilkington, a new journey-level operator, the Local 3 Apprenticeship Program seemed like a good next step after his service in the Marines from 2003 to 2007 during the War in Iraq.

After realizing that college wasn't for him, he joined the military and spent a total of 30 months in Iraq and Kuwait during four deployments.

"I loved every minute of it," he said about his service, where being a heavy-equipment operator was his "specialty."

When his service ended, he took some time off, then eventually joined Local 3's Apprenticeship Program in 2010, thanks to a company sponsorship and his father's influence.

Don Pilkington has been a union member since 1980 and often took Justin to jobsites when he was younger. Today, they both work for the same company, St. Francis Electric. Justin hopes to get his crane certification soon.

"It's a good profession to be in," Justin said about construction. "The money comes once you put your time in."

Throughout history, our veterans have definitely put the time in. Whether they're 103 years old or just starting their lives, their sacrifices have shaped our nation – and our union – in tremendous ways.



New journey-level Operator Justin Pilkington operated cranes in the Marine Corps from 2003 to 2007.



# Then and now

In the past 75 years, members have built some of the tallest bridges, toughest highways and most well-known dams in the country, and today, many of these cutting-edge projects continue to provide them work, as they require regular maintenance and improvements. Here's a look at how far we've come.

## HIGHWAYS



*Pali Highway*

A D9 operator uses a ripper on the Pali Highway near the top of Nuuanu Pali Pass on Oahu. The pass is a special part of Oahu, since it's where the Battle of Nuuanu took place, one of the bloodiest battles in Hawaii's history. The first road was built there in 1845, and in 1898, this road was developed into a highway. The road was later replaced by the Pali Highway in 1959, which is the route used today.



*I-80*

Local 3 members operate Cat 992s and loaders on the I-80 bypass project at Battle Mountain in 1980. I-80, which ultimately links San Francisco to the New York City Metropolitan Area, has offered members a lot of work throughout Nevada, California and Utah over the years, especially in the '80s. In Nevada at that time, bypasses were also under construction in and around Carlin, Wells and Wendover.



*Redwood Bypass*

Operators wrap up their first season on the Redwood Bypass project about 40 miles north of Eureka in 1986. At the time, this was the largest single highway project ever let by Caltrans, with more than 120 Local 3 members working 10-hour days, six days a week. This was not your typical job, as operators worked in foggy weather, on steep grades and in rugged conditions on a daily basis.



*I-580*

Apprentice D9 operator working on the I-580 project in 1986. The project included 19 bridge structures, more employment, more work, more were onsite.



*Shasta Dam*

On Dec. 22, 1944, a crew of operators surrounds the ceremonial last bucket of concrete to be poured on the \$36.9 million Shasta Dam project north of Redding. Originally known as Kennett Dam, the structure was the second highest concrete dam in the world at the time. The mass undertaking required a total of 4,700 workers to excavate millions of tons of granite from the hillsides and build a 9.6 mile-long conveyor belt, which operated 24 hours a day, transporting aggregate from a quarry nine miles away.



*San Luis Dam*

In 1964, the whopper Los Banos "wheel" loads large belly dumps and chews up material on the \$511 million San Luis Dam along the Pacheco Pass. One of the largest water-conservation projects in the area at the time, more than 75 million yards of material had to be moved from the Sacramento Delta to San Diego County and more than 900 Operating Engineers were on hand to make it happen.

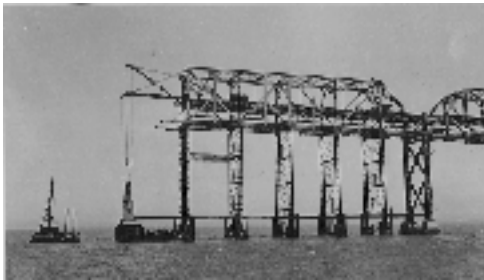


*Oroville Dam*

A conveyor belt takes material to a stockpile on the busy Oroville Dam project in 1965. When construction broke ground on the dam in 1963, it was the largest construction project in California. It required 10 times the amount of dirt work needed for the largest earth-fill dam built before it. Today, the 770-foot-high Oroville Dam is the highest dam in the United States, being built under the biggest civil-works contract ever awarded in the country.

## BRIDGES

When talking about bridge construction, look no further than the Bay Area, which has provided hundreds of thousands of hours of work for our members as they've built, maintained and upgraded the many famous bridges that cross the Bay. From the world-renown Golden Gate Bridge to the San Francisco-Oakland Bay Bridge, Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge and San Mateo-Hayward Bridge, there's definitely been a lot of bridge work for Local 3 over the years.



*The San Francisco-Oakland Bay Bridge in the 1930s.*



*The Antioch Bridge*



*Cloverdale Bypass*

onna Ozuna-Lucero operates a  
ond phase of the Castro Valley  
1987. In its entirety, the job  
es and overpasses, and at peak  
e than 50 Operating Engineers

Local 3 operators make one of many large  
cuts on the Cloverdale Bypass project in 1987.  
While the first half of the job kept nearly 100  
Local 3 members working two shifts, another  
20 or so worked on a second phase of the job as  
they added four miles of four lanes on Hwy. 101.



Today, many of the highways built across Local 3's jurisdiction continue to be worked on,  
as operators widen them to make way for more traffic, resurface areas impacted by winter  
weather and maintain them for daily commuters. Here, Blade Operator Jaime Aranda  
works on a repaving job on I-80 at the California/Nevada state line. I-80 also keeps our  
Unit 12 members busy every winter clearing snow-covered sections around the California/  
Nevada border.

**DAMS**



*New Melones Dam*

The \$85 million New Melones Dam project on the  
Stanislaus River keeps the specially designed 280-B  
model busy running two shifts in 1977. This project  
was called the most controversial and well-known  
construction project undertaken in Local 3's  
jurisdiction in 1974, as it required the all-out attack and  
ultimate defeat of Proposition 17, the statewide ballot  
initiative aimed at halting the dam's construction. New  
Melones Dam was one of the last large dams ever built  
in California, requiring about 200 Operating Engineers  
at the peak of its construction in 1977.



*Jordanelle Dam*

Pushcat Operator Dan Tucker and Scraper  
Operator Layne Morris perform the initial dirt work on  
Utah's Jordanelle Dam project in 1988. Though it had  
been planned for more than 25 years, construction  
on the 345-foot embankment dam wasn't completed  
until 1992. At the peak of its construction, the dam  
employed about 1,200 people, and operators had to  
put in 10-hour shifts, five days a week to complete the  
excavation of the site alone. Ultimately, the project  
entailed moving 18 million yards of material, and  
today, it holds 320,000 acre feet of water.



Many of the dams in the western United States were built  
by Local 3 members and continue to be upgraded, maintained  
and improved by Operating Engineers. Here, Mini-excavator  
Operator Brandon Silva works on the butterfly valves as part of  
the ongoing maintenance done to the San Luis Dam/Reservoir  
along the Pacheco Pass.



*New Bay Bridge in 1976.*



*The Dumbarton Bridge in 1979.*



After years of construction,  
the New Bay Bridge opened  
to the public in 2013. Unit 12  
members continue to patrol it.

# POLITICS:

## The people, programs and propositions that affected us

Whether you love it or hate it, politics have impacted our union from Day One. Without elected officials working on behalf of organized labor through legislation, there would be no bond money for top-dollar projects like Hawaii's Honolulu Rail, no green-light for infrastructure improvement and no prevailing wage or Project Labor Agreements (PLAs) to keep contractors honest. Below are a few key events related to the political side of Operating Engineers Local 3.

### Propositions/legislation

- 1947: The Taft-Hartley Act is signed into law, restricting the power and activities of unions.
- 1951: Nevada becomes a right-to-work state.
- 1955: Utah becomes a right-to-work state.
- 1959: The American Federation of Labor (AFL) merges with the Congress of Industrial Organizations (CIO) to form the AFL-CIO.
- 1968: The Myers-Milias-Brown Act is passed, paving the way for municipal public employees to join unions.
- 1977: California Gov. Jerry Brown signs the State Employer-Employee Relations (SEER) Act, giving California state employees the right to collectively bargain.
- 1982: Utah loses its prevailing wage.
- 1998: Proposition 226, designed to eliminate political funding for unions in the state of California, is defeated. (Prop. 75, defeated in 2005, and Prop. 32, defeated in 2012, were different versions of this original proposition.)
- 2008: Prop. 1A is passed in California, authorizing bond money for building High-Speed Rail.

### Programs

- 1995: Local 3's Political Department helps start Labor Neighbor, a community coalition that brings working people together on political issues that impact their livelihoods. (This will later be the foundation for Local 3's political mobility program.)
- 2001: Local 3's political-activist group, Operating Engineers Community Action Team (OE CAT), is formed, providing phone banking, precinct walking and voter-registration/education drives.
- 2007: OE CAT is changed to the Voice of the Engineer (VOTE) program.

### People



In 1970, Harry Reid is pictured in the Engineers News after becoming Nevada's youngest lieutenant governor. (Today, Reid is the U.S. senate majority leader.)



Former governor of California and U.S. President Ronald Reagan visits the Rancho Murieta Training Center (RMTC) in 1973.



Utah Gov. Scott Matheson, left, with district rep. Tom Bills in 1977.



State Assembly member Willie Brown, center, talks with business manager Tom "T.J." Stapleton, right, and Local 12's Bill Waggoner in 1983. (Brown becomes San Francisco's mayor in 1995.)



District 17 VOTE members hold signs in support of Honolulu Rail. (Their work paid off, since the project broke ground in 2011 and is still going on.)

# ACTS OF INFLUENCE

## A look back at the history of Organized Labor

Keeping with the theme of this issue of the *Engineers News*, let's take a look at some of the key acts that forever changed Organized Labor; a look at where it all began.

In 1932, Sen. George W. Norris and Rep. Fiorello H. La Guardia, both Republicans, sponsored what would be the first successful piece of legislation for Organized Labor. It was known as the Norris-La Guardia Act, also called the Anti-Injunction Bill. This act made it legal for workers to freely form and join a union, outlawed yellow-dog contracts and barred federal courts from interfering in nonviolent labor disputes, such as boycotts. Prior to this, unions and their membership could be sued for the losses a particular employer suffered as a result of a boycott. This act was spurred mainly by *Loewe Co. v. Lawler* (also known as the Danbury Hatters' case), in which D. E. Loewe & Company sued the United Hatters' of North America and its members

of negotiating terms and conditions of their wages and working conditions. It also gave unions five ways to file Unfair Labor Practice (ULP) charges against an employer. The International Union of Operating Engineers (IUOE) did not miss the opportunity to capitalize on this crucial piece of legislation and began issuing new charters to newly organized workers and locals all over the country. This period of mass-organizing led to the issuing of numerous charters in the state of California, more importantly Northern California. Unfortunately, this created a problem for the employers and workers, as the jurisdictional lines of the various locals were increasingly difficult for workers to cross. If a member of one local wanted to work in another local's jurisdiction, he or she had to pay travel-service dues (doby dues) and there couldn't be any workers on the out-of-work list unless his or her skills were proficient enough that the company could prove that the local had no one else who could do the work. These problems eventually led to a board being formed to explore and negotiate the possibility of combining the various locals in California. At the 21<sup>st</sup> International Convention, representatives from California were successful in negotiating the amalgamation of the locals in California and Nevada into two locals – Local 3 and Local 12. This amalgamation

basically split the two states into northern and southern jurisdictions. Later, Local 3 would be joined by the locals in Utah and Hawaii, which was a territory at that time.

Another act worth mentioning is the Labor Management Relations Act (LMRA) of 1947, also known as the Taft-Hartley Act. Labor called this the "slave-labor bill," as it was devastating to unions and severely hampered the way they were used to organizing. It outlawed wildcat strikes, jurisdictional strikes, political strikes and several other types of strikes. It also gave employers the right to file ULP charges against unions and employees. Another key part of this law, and the most devastating,



The ability to withhold labor through a strike is a major component of a union's power.

is it allowed states to pass right-to-work laws, with states such as Arizona, Arkansas, Florida, Mississippi and Oklahoma going one step further and enshrining them into their state constitutions. It also forced union leaders to sign anti-communism affidavits and file them with the Department of Labor (DOL), stating that they did not support the Communist Party. (This was later declared unconstitutional by the Supreme Court in 1965.)

Hopefully this overview encourages you to do some of your own research on the history of Organized Labor and how organizing has evolved over the years. This is obviously just a tidbit of what has transpired over Local 3's history. Many battles have been won and more will be fought. It's up to us to build on what others have accomplished. We must protect what we have for ourselves, our families and future generations of Operating Engineers.



In 1975, Tech Engineers, from left, Don Fisci, Bill Rothacher, business agent Paul Schissler, Jim Wilson and Shop Steward Charlie Whaler man the picket line at Pittsburg Testing Laboratories (PTL), a company no longer in business.

in federal court for violating the Sherman Antitrust Act. The company was successful, and this decision took money not only from the Hatters' Union coffers but also some of its members' entire life-savings.

Another important act is the Wagner Act of 1935, also known as the National Labor Relations Act (NLRA), which was sponsored by Democratic Sen. Robert F. Wagner. This act changed the landscape of Organized Labor in the late 1930s and most of the 1940s. For the first time, labor had a hammer against the employer, as this act encouraged self-organizing and gave workers the ability to select their own bargaining representative for the purpose



In 1996, Retiree Bill Dorresteyn, left, and Fairfield district rep. Bob Baroni hold signs in protest of California Gov. Pete Wilson's decision to cut wages.

# OE3 SCHOLARSHIPS: Then and now

This year marks not only the 75<sup>th</sup> anniversary of Local 3 but also the 50<sup>th</sup> year of scholarship awards given by Local 3 to the children of its members. By July of this year, nearly 600 children of Local 3 members will have been awarded an OE3 scholarship. It is our hope that these awards help fortify students' opportunities to succeed by providing them with assistance in advancing their education and training.

In May 1964, the first scholarships were awarded in San Francisco by the Executive Board of Operating Engineers Local 3, then under the direction of business manager Al Clem. Two

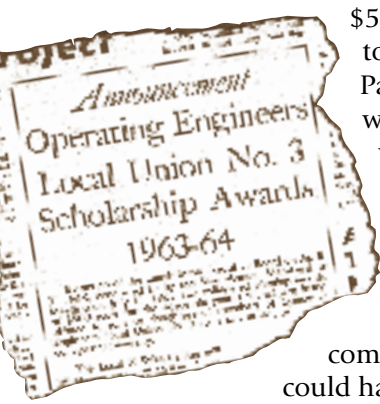
\$500 scholarships were awarded to winners Carol Jean Henry and Patricia Marie Rathbone. The winners competed scholastically with more than 50 applicants who were judged by the University of California Committee on Undergraduate Scholarship and Honors. Then-chairman Rudolph F. Grah said the committee wished more scholarships could have been granted that year.

Now fast forward to 2014. This year we will extend 31 scholarships to our members' children (more than

15 times the number awarded that first year). Six of these will be Academic Scholarships, which are awarded to students who beat out the competition with their exemplary scholastic achievements. There will also be 25 Merit Scholarships, which are awarded through a raffle-drawing of scholarship applicants. The 31 scholarships given in 2014 will add up to a whopping \$70,000 given to our members' children for their four-year education.

You may wonder where this money comes from. The answer is the OE3 Scholarship Foundation. The Foundation has grown substantially over the last several years, with much of its success resulting from an increase in donations from members, friends of labor and the employer community. Today, the fund is financially strong, with assets of more than \$1 million. In addition to contributions made by direct donations, the fund also benefits from OE3's annual Stapleton Golf Tournament (named after former Local 3 business manager Tom "T.J." Stapleton), which takes place each September. Now in its 19<sup>th</sup> year, the Stapleton Golf Tournament has benefited the children of our membership for nearly two decades.

We've come a long way since 1964 and have been able to continue to offer increasing benefits to our brothers and sisters and their families through hard work and union solidarity. What momentous growth will the next years hold?



## Fifty years of winners

### THEN

- Year: 1964
- Awarded from: OE3 Executive Board
- Total number of awards: 2
- Total amount of awards: \$1,000
  - First place: Two \$500 awards



In 1964, Operating Engineers' first college scholarship awards were presented to Patricia Rathbone and Carol Henry, shown with their fathers, members Stanley Rathbone, left, and Clarence Henry.

### NOW

- Year: 2014
- Awarded from: OE3 Scholarship Foundation
- Total number of awards: 31
- Total amount of awards: \$70,000
  - First place: Two \$10,000 awards
  - Second place: Two \$7,500 awards
  - Third place: Two \$5,000 awards
  - Merit Scholarships: 25 \$1,000 awards



In 2013, Local 3's current administration congratulates five of the six most recent scholarship winners at an Executive Board meeting in Alameda.

### Semi-Annual Bylaws vote

Please note: The resolution to amend the Operating Engineers Local Union No. 3 Bylaws will be presented for a vote by the membership at the March 16, 2014 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 Membership Meetings during the month of May, in accordance with Article XXX, Section 3(c).

- The state of California has been a part of Local 3 since its beginning, as the original amalgamation essentially split the state into two locals – the northern half became Local 3, and the southern half became Local 12.
- By 1950, the average hourly wage-rate in California was \$4.58.
- Today, California consists of 11 districts – Burlingame (01), Fairfield (04), Rohnert Park (10), Oakland (20), Stockton (30), Eureka (40), Fresno (50), Yuba City (60), Redding (70), Sacramento (80) and Morgan Hill (90) – and one additional office (in San Jose) to assist public employees. Local 3's headquarters is located in Alameda, home of the District 20 office. Many of its other departments, such as Public Relations, Delinquent Employers, and Crafts and Maintenance Unit 12, are located in Sacramento, home of the District 80 office.
- California's 11 districts cover all of Northern California (except for Mono and Inyo counties), from the Oregon border south to Monterey, Kings and Tulare counties, and from the coast to the Nevada border.
- Currently, there are 24,950 members in the state and an additional 525 applicants.\*

\* Numbers do not reflect our District 99 members who live outside of Local 3's jurisdiction but work or have worked in California.

*Representatives from Operating Engineers promote the union's Apprenticeship Program at the California State Fair in 1965.*

## California apprenticeship

California's Apprenticeship Program began in 1961, and after years of holding trainings at high schools, in gyms and at different college campuses throughout the state, a permanent site, the Rancho Murieta Training Center (RMTC), was officially opened in Sloughhouse in 1969. The site's dedication was attended by nearly 1,400 people, including many political dignitaries and a team of skydivers that was led by two of our own and dropped in from the sky. Since that day, the RMTC has served Local 3 apprentices and journey-level operators well, but recently, the soil has become too soft to work with, so a new site has been purchased – a piece of property in the eastern part of Sacramento County that is just 8.3 miles from the RMTC and 30 times its size! Training is expected to start here soon!



## Burlingame

### Catching up with our Retirees

#### First, a Hall of Famer



*Retiree Eddie Andreini, center, poses for a photo in the 1980s with his sons, Eddie Jr., left, and Mario.*

Retiree **Eddie Andreini** of **Andreini Bros. Inc. Grading & Paving** started the business back in 1958 with his brother, **Angelo**. They are the sons of farmer and landowner **Angelo Andreini**. Eddie is a longtime member of Operating Engineers Local 3 and served on the Local 3 Apprenticeship Board. Before he started his business, he worked for **LC Smith & Company**, moving big dirt on the scraper crews. He was born and raised in Half Moon Bay and served in the Army Reserves for 10 years. Besides earthmoving equipment and different tractors, Eddie has also always had a fascination with airplanes. He has owned planes since high school. He flew in his first air show in 1964 and, after more than five decades, has become a legend in the air-show industry, even being inducted into its Hall of Fame. We salute you, Eddie.

#### An account from Retiree Charlie Raisor

"Thanks to Local 3, I have been able to raise my family and enjoy retirement, because of all the benefits of the union. It was hard to come up with only one story, because over the years, I have made so many good friends and have so many stories to tell.

"Such friends are like **Pete Fogarty**, our [former] business agent, and **Ruben Rios**. Unfortunately, Pete is gone, but he was a caring agent. He even visited me in the hospital when I had surgery. After he retired and lived in Las Vegas, he would come down and visit me at my home. I still keep in contact with Ruben, but now it is about kids and our grandchildren.

"Now to the story: I had a young apprentice come to me complaining that his Easy Ride was out on the paddlewheel scraper. I reminded him that back in the early '60s when we brought three DW20s up Hwy. 101 from Cupertino to Foster City, we had no brakes but what we used was a cable and an old tire that we dragged on the ground for brakes. So my advice to young apprentices is work with what you have; not what you don't have."



*From left: Ruben Rios, former business agent Pete Fogarty and Retiree Charlie Raisor.*

#### Another important Retiree



*Retiree Leon Calkins in 2013, above, and at Camp Roberts in 1966, left.*

Retiree **Leon Calkins** joined OE3 in 1964 – 50 years ago – and remembers Camp Roberts in 1966.

The equipment instructor was **John Hinote**, the gradesetting instructor was **Jack Jackson** and the mechanic was **Art Garofalo**. The equipment was provided by **Buzz Haskins**. Calkins remembers that the food was served and prepared by the Marine Cooks and Stewards Union and that it was good! The apprentices stayed in old barracks and signed up for unemployment onsite.

Calkins went on to work for **Piombo Construction** and **Morrison-Knudsen**, spent several years working in Hawaii and had two stints as a Local 3 dispatcher. He said the biggest change he's seen is automation and the need for fewer operators to perform the same work. Calkins remains active in the union and chairs our Retiree Meetings. Thank you, brother Leon!

**Dutra Dredging's** legacy starts in the Azores, when a 13-year-old boy, stowed away on an American whaling ship, came to America in 1835. That boy, **Joseph S. Miller**, eventually married, had children and became a prominent farmer in Yolo County. But in 1878, the Sacramento River overflowed and destroyed everything he had. He ended up moving his family to Davisville (now Davis) but never really recovered from the flood and passed away a poor man.

Miller's oldest son, **Joseph F. Miller**, ended up going to work on a clamshell dredge named Gwynn, rebuilding and strengthening the failed levees that had cost his father and others so much. He passed away at the age of 55 onboard the clamshell dredge named Gerber but not before several of his family members joined him as dredge operators, including his nephew, **Antone S. Dutra**.

Now we fast forward to the 1950s. When Dutra's son, **Ed Dutra**, returned from the South Pacific, where he served during World War II as a dredge operator, he went to work for his father. When Antone sold his equipment to **Leslie Salt** in 1952, Ed followed it as a dredging superintendent. In 1955, Ed purchased the dredge Alameda and started his own company, **Dutra Dredging**. Ed was a pioneer, inventing and building his own equipment to dredge not just in the Delta but in the San Francisco Bay as well. Soon after the company started, **Dutra Dredging** acquired several side-draft dredges – first the Sacramento, and then the Liberty was added to the fleet. The company still has the original dredges, and at the time of this writing, the Liberty (a rebuilt version) is working in Collinsville.

In addition to building the dredging company with help from his wife, **Linda**, Ed turned the family home and company office into the Dutra

Museum of Dredging, which is open to the public by appointment. It is an amazing piece of California history, with artifacts, maps and written history of the Bay and Delta regions. From the old Fresno Scrapers that were drawn by horses or mules to today's modern equipment, the museum has

it all. There are endless photos and dredging ledgers as well as handcrafted models built by Ed himself. One of the museum docents is **Janet Bennett**, the sister of **Bill Dutra**, who bought **Dutra Dredging** from his father, Ed, in 1981 and is still at the helm today.

Another museum docent is **Jim McPherson**, a third-generation Operating Engineer with a colorful family history himself. McPherson's grandfather operated a dozer on the Shasta Dam project. His father, **Buck McPherson**, first worked for **Ed Dutra** in 1963, loading out the dredge Francis, a side-draft Ed designed and built himself. Jim went to work for **Dutra Dredging** as a yard-boy in 1976, then joined

Local 3 in 1979 and worked as a deckhand, then a leverman, dredging with the same rigs his father had operated. Eventually, Jim and his father partnered up and started **McPherson Crane & Rigging** in 1986, a business that he still runs today with his mother, **Everene**. Jim has some great stories about growing up around the dredges and riding bicycles around the levees his dad was building. He adds a personal level to many of the photos in the museum, since he knew several of the men in them.

**The Dutra Group** is still family-owned and has grown to include **Dutra Construction**, a rock quarry in San Rafael and a fabrication shop in Rio Vista.

For more information on the Dutra Museum of Dredging, visit [www.dutramuseum.com](http://www.dutramuseum.com).



One of Ed Dutra's handmade models of a side-draft dredge.

## Rohnert Park

### Warm Springs Dam

Construction on the \$360 million Warm Springs Dam project began in 1979 and was completed in 1983. In the process of being built, it put many Operating Engineers to work around the clock. The Warm Springs Dam is a signature project built by Local 3 hands that the entire North Bay economy relies on.

Operating Engineers built the dam out of 30 million cubic yards of compacted earth-fill with an impervious core. According to the U.S. Army Corps of Engineers, the 319-foot-tall dam is placed on Dry Creek, a major tributary of the Russian River. This massive project led to the creation of Lake Sonoma, which is capable of holding 381,000 acre-feet (124 billion gallons) of water. The completed project consists of a spillway, a downstream outlet, a recreational facility, a fish hatchery and downstream channel-improvements. The dam's main purposes are to provide flood protection, store water for irrigation and municipalities and create a lake for recreation.

Our research showed that **Piombo Construction** started the project earlier in the 1970s but was stopped due to Environmental Impact Reports (EIRs) that took more than three years to complete. The project then belonged to **Auburn Constructors**, a Joint Venture (JV) with **Dillingham, Atkinson and Arundel**.

The compacted earthen dam was built by more than 100 Operating Engineers using 657, 637, and 633 scrapers. Another huge part of the project was a massive conveyor-belt system brought in by **Morgan Equipment**. It was a one-of-a-kind downhill conveyor built for \$17 million. The length of this earth-moving monster was 3,200 feet, and it was powered by four 250-horsepower electric motors run by generators. The conveyor was fed at two drive-over locations, where eight 657 and 637 scrapers released dirt onto the belts. There was a crew of 12 Local 3 members per shift that oversaw the belt system 24 hours a day, seven days

a week. Members **Bill Burns** and **Don Wallace** were foremen, overseeing maintenance and operation of the belt-line system. Both members have fond memories of working on the project.

"It was a fast-paced but was an extremely productive project for Operating Engineers and the community!" said Burns. The conveyor belt could handle 8 tons per minute!

On the project as a whole, Wallace said with pride, "We provided a water source for everyone in town that otherwise wouldn't have had one, especially in a drought."

The North Bay had never seen earth moved on this scale. The project was a huge draw and a real spectacle, even at night. Retiree **Jim Killeen** recalls, "All the locals (residents) would line up in their cars just to watch the show. The night-shift lit up the skies and canyon. It was beautiful!"

The Warm Springs Dam project created a huge economic driver in the North Bay as a water source for residents, irrigation

for Sonoma's famed vineyards and a vacation spot. Today, Local 3 members are still enjoying this epic project built decades ago by their fellow members. Thanks to the Operating Engineers, our members and the community can enjoy fishing, hunting and relaxing around Lake Sonoma's 73 miles of shoreline.



This 3,200-foot conveyor-belt system ran day and night on the Warm Springs Dam project and could handle 8 tons of material per minute.

Compactor operators level the dirt on the giant Warm Springs Dam project in 1980.



# Oakland

# DISTRICT 20

## BART: A truly revolutionary project

BART construction officially began on June 19, 1964, with President **Lyndon Johnson** presiding over the groundbreaking ceremonies for the 4.4-mile Diablo test track between Concord and Walnut Creek in Contra Costa County. The test track, completed 10 months later, was used to develop and evaluate sophisticated design concepts for BART's transit car and automatic train-control system. The district's general-engineering consultants formed **Parsons Brinkerhoff/Tudor/Bechtel (PB-T-B)** Joint Venture (JV) to manage all technical and construction aspects of the BART project. PB-T-B was comprised of three well-known engineering consultant firms: **Parsons Brinckerhoff Quade & Douglas**, which had done the original BART transportation plan; **Tudor Engineering Company**; and **Bechtel Corporation**. The firms supplied the most impressive array of engineering talent ever assembled for a single public-works project, and Local 3 played a huge part in supplying well-trained and qualified operators.

Construction began on the Oakland subway part of the project in January 1966. That November, the first of 57 giant steel and concrete sections of the 3.8-mile Transbay Tube were lowered to the bottom of the Bay by a small navy of construction barges and boats. The 3.2-mile bore through the hard rock of the Berkeley Hills was completed in February 1967 after 466 work days and became the fourth longest vehicular tunnel in the U.S.

The first major equipment contract was awarded in May 1967 for the nation's first fully automatic train-control system. **Westinghouse Electric Corporation** had a low bid of \$26.1 million. In July 1967, work began on the Market Street subway and stations 80-100 feet below

heavy downtown traffic. Against the combined pressure of mud and Bay water, the work required one of the greatest concentrations of tunneling crews and equipment in construction history. Construction of the giant five-story-high stations beneath Market Street and the tunnels themselves was accomplished under extremely difficult conditions imposed by the high water-table in downtown San Francisco plus an incredible maze of underground utilities installed over the last 100 years.

The huge construction effort reached its peak in 1969. With a construction force of 5,000 working on the San Francisco subway and other parts of the system, the weekly payroll was more than \$1 million. The final tunnel-bore was "holed through" into the west-end of the Montgomery Street Station on Jan. 27, 1971. This marked the completion of tunneling work in the huge, two-level Market Street subway and climaxed six years of tunneling underground. Tunneling under compressed air required a special medical center with equipment specialists for close monitoring of the "sandhog" construction team. Despite the complex problems of sandhogging, the BART project was completed with one of the best safety records in heavy construction!

The completion of the Transbay Tube structure in August 1969 was also historic. With 57 sections stationed on the Bay floor as deep as 135 feet beneath the surface, the remarkable \$180 million structure took six years to design and less than three years to construct. It received a dozen major engineering awards and rapidly became famous, attracting visitors from all over the world. For more on this project, visit [www.bart.gov/about/history](http://www.bart.gov/about/history).



*In 1967, Party Chief Dimitri Keriotis and surveyors Jerry Clow and Eugene Schaufler set up laser beams for aligning the huge BART Transbay Trench.*

# Stockton

# DISTRICT 30

## The members are what define Local 3's history

Feb. 20, 1943 was the day Local 3 dedicated its first Stockton District office. Since then, the very best construction workers in the Central Valley have taken dispatches from the Stockton Hall to work on a myriad of important projects over the last seven decades. The California Aqueduct, Spicer Reservoir, levee-flood repair, New Melones Dam, Hetch Hetchy Water System, mountain-highway passes, residential and commercial work and thousands of similar projects have provided the necessary growth to keep District 30 members working.

However, when we talk about the history of the district, it isn't a specific project that stands out but the individual history of each Operating Engineer who has made this district his or her home. We talk to thousands of Operating Engineers throughout the course of a year, and for the most part, we all value similar things. Pride, respect and providing for our families while making our mark in this world is important to us. We show our pride by building jobs that are like works of art when finished and when we get the opportunity to travel with our families and point out what we've built. We hope they are proud of what we've done and respect us for the sacrifices we have made in the effort to be good providers. It's these values that allow us to constantly push toward excellence, and in this competitive industry, these values ensure that Operating Engineers are the most skilled workers in the business.

History has a way of making legends out of men, and perhaps it's our own personal legends that shape our individual histories. We need to thank the operators who took the time to teach us a few tricks of the trade. For District Rep. **Nathan Tucker**, it was **Tony Mittry** who saw him struggling to get a full bucket in the loader and told him, "When you go into the pile, your first move with the bucket should be up, not curl." While eating lunch one day, **Frank Cooper** told him, "Everything we do here [on this particular job] is in the effort of controlling water," and from that point on, Tucker could visualize what needed to be built. **Keith Lloyd** told him, "If

you can count money, you can check grade; it's just like dollars and cents." Who are the legendary men and women who shaped your history as an Operating Engineer?

These operators and those like them are what make the history of this great union; not the projects but the men and women who, through the brother/sisterhood of this membership, have passed their knowledge on to us. Seventy-five years is a great milestone, but it is up to us to take the lessons passed down by our predecessors and make sure we put them to good use by teaching those who will be here after us, so they can celebrate the next 75 years.



*Member Bob Mittry, Tony Mittry's father, operates a Euclid dozer at the Twain Harte grade in Tuolumne County in 1963.*



*In 1965, member John Craft operates a Marion shovel to load an R30 Euclid truck at the Jackson Valley Reservoir project in Amador County.*

# Eureka

## The story behind the Humboldt Jetty rehabilitation

The Humboldt Jetty project that members worked on from 1970 to 1972 was unique in many ways. For example, according to a program distributed at the project's completion dinner, this was the first time dolosse, which protect harbor walls from erosion, were ever used in the United States. Smaller ones had been placed on the St. Lawrence Seaway, but in order to rehabilitate the north and south jetties on the Humboldt Bay in Eureka, 42- and 43-ton dolosse had to be used, and this was more than twice the size of any that had been used before worldwide.

Another point of interest is the extremely heavy and dense concrete mix that was used to provide a very high weight-to-volume ratio and add strength and stability to the jetty structure. For the 42-ton dolosse, this meant 155 pounds per cubic foot; for those weighing 43 tons, it was 160 pounds per cubic foot. (The normal weight of concrete at the time was about 145 pounds per cubic foot.) The mix was so heavy and viscous that crane operators had to use vibrating buckets when pouring it, because it wouldn't flow out by gravity alone.

The cranes used on this project were also unusual. Counter-weighted and mounted on a ring like a merry-go-round 60 feet across, they had a lot of stability for a very long reach. They were able to lift 100 tons 200 feet away with their 250-foot booms.

It was a lot of work, but operations became so automatic that operators were placing between 50 and 100 dolosse every day – up to double the amount that was required.

The almost \$9.2 million contract was placed with the **Umpqua Navigation Company**, which had to adapt its equipment, design the forms and develop the procedures to get the job done. The design used in construction was tested to ensure the finished product could withstand up to 40-foot waves, which, at the time, was the highest wave ever used as a basis for design.

Local 3 is proud of the many members who worked on this project, including crane operators **Fred Adams**, **Ray Frederickson** and **Wes Hixson**, Mechanic/Welder **Cecil Barnes**, member **Brian Bishop** (an apprentice at the time), Operator Foreman **Rocky LeRoy**, Crane Oiler **Otto Uutela**, Batch Plant Operator **Ernie Van Dyke** and Loader Operator **Jim Wood**. This is one of the many major projects built in District 40 over the union's 75-year history, and it's one that highlights our members' good work.



Members work on the Humboldt Jetty project in 1972 for Umpqua River Navigation.

# Fresno

## A few historic projects worth mentioning

The Pine Flat Dam, Helms Pumped Storage Plant and Balsam Meadow Dam are projects that many members will recall.

At 440 feet high, Pine Flat Dam is about 20 miles east of Fresno and encloses Pine Flat Lake. It is one of the biggest reservoirs in California. Flood-control is its primary purpose, but it also offers irrigation, power-generation and recreation. The \$42.3 million dam was built by the U.S. Army Corps of Engineers, with construction beginning in 1947 and completed in 1954. The groundbreaking took place on May 27, 1947 with about 2,000 people in attendance. The first blast at the dam site came from the turn-of-a-switch detonating 40 charges of dynamite. A temporary railroad had to be constructed to bring construction materials to the site, and concrete was brought in by a pair of portable concrete-mixers on a flatcar. The concrete was pumped into place by a 48-foot-long tunnel mounted on a train car. Floodwaters tore through the construction site in 1950, causing millions of dollars worth of damage in the Valley. In 1953, flows through the sluice gates were cut and Pine Flat Lake began to fill for the first time.

The Helms Pumped Storage Plant is located underground near Wishon Reservoir 50 miles east of Fresno. This is Pacific Gas and Electric's (PG&E's) largest hydroelectric facility and the largest pumped storage project in California. It was initially planned in the early 1970s, but

construction did not begin until June 1977 with **Granite/Ball/Groves Joint Venture (JV)**, the general contractor, at a cost of \$761 million. Operation began in 1984, with electricity being produced by moving water between Courtright Lake at a higher elevation and Lake Wishon at a lower elevation. The Helms plant can go from a dead stop to full generation in 6.5 minutes and can produce enough energy to power 900,000 average-sized homes in California.

The Balsam Meadow Dam, with its rock foundation and 1,325 feet in length, was completed in 1986. It is located in the Sierra National Forest near state Route 168 northeast of Shaver Lake and is owned by Southern California Edison. The project for the hydroelectric underground facility included a 5,900-foot diversion tunnel connecting the Huntington-Pitman-Shaver Conduit, a 4,320-foot power tunnel, an access tunnel, a construction tunnel used to store equipment and a 7,500-foot tailrace tunnel leading to Shaver Lake. A trail now provides public access to and around the Balsam Meadow Forebay, a 2,100 acre-foot storage reservoir, and the area is popular for hiking, swimming and picnicking – the fishing is pretty good too!

We would like to recognize all of our members who worked on these projects, for the stories told are absolutely amazing!



Members work on Pine Flat Dam.



Crane Operator Mike Brown works on Balsam Meadow Dam.



Members work on the Courtright tunnel in Helms.

# Yuba City

## The history of Baldwin

Operating Engineers have had great careers working for many contractors, and **Baldwin Construction**, now **Knife River Construction**, is certainly one of them. Hundreds of dispatches, thousands of hours and 57 years later, this company continues to be a valued partner of Operating Engineers. Skilled craftspeople with a desire to be the best in their field, a contractor with keen staff and an eye on the future makes us believe there will be another 57 years of success.

With the help of the company's **Fran Hill**, we give you this breakdown of **Baldwin Brothers**, which would not have been possible without her. Thank you, Fran!

- Dec. 9, 1946: **Baldwin Contracting Company** was incorporated under the name **Marin Corporation**.
- March 25, 1952: The company's name was changed from **Baldwin-Straub Corporation** to **Baldwin Contracting Company, Inc.**
- Nov. 23, 1954: **William H. Baldwin** negotiated the purchase of **Rice Brothers** in Marysville, a highway contractor with an aggregate plant, an asphalt plant and a ready-mix operation.
- 1954-1974: The **Baldwin** construction division did many jobs at Aerojet General in Sacramento. Most were for the construction of rocket test-stands, both liquid and solid fuel. The construction division built 11 of the first 13 test-stands.
- 1968: The **Baldwin** construction division built the Performing Arts Center at Chico State University, a hospital at Mather Air Force Base in Sacramento and the Cosumnes River Junior College.
- 1968-1970: The construction division built the buildings for the new Cal Expo facility, home of the California State Fair. It also built the original buildings at the Sacramento International Airport.
- 1969: **William H. Baldwin**, one of the company's original founders, died.

- July 1, 2008: The branding of the **Knife River** name was completed, and **Baldwin Contracting Company's** name became **Knife River Construction – Chico**.
- Nov. 21, 2008: The Marysville office consolidated with the Chico administrative office.



Members work on the first high-thrust rocket test-stand at Nimbus for Aerojet General Corporation in 1954 for \$199,500.



Members Jim Frost and John Zerkovich stand at the crusher in Los Banos in 1960, while working for Baldwin.

# Redding

## Trinity Dam is a milestone project

District 70 has two very large reservoirs in its geographic area. These bodies of water, Shasta Lake and Trinity Lake, are part of the Central Valley Project (CVP). The CVP was devised in 1933 to provide water to much of California's Central Valley and is operated under the supervision of the United States Bureau of Reclamation. In 1953, the Trinity River Division was authorized to be a part of it.

Work on Trinity Dam began in 1956 with 12 contracts for its construction. On March 12, 1957, **Trinity Dam Constructors (TDC)**, comprised of **Guy F. Atkinson, M J Bravanda, Charles H. Harney, Inc., Ostrander Construction, A Teichert and Son and Trepte Construction Company**, began work building a dam. The first orders of business were bulldozing miles of new shoreline and clearing brush and trees from the dam's base. In the process of securing the dam's structure into the canyon walls, abutment-excavation took nearly three years to complete for the right-hand side of the dam alone. There was a lot of sloping and grading work included in the site preparation as well.

Some tools of the trade in those days were front-end shovels, scrapers (cable-operated DW20s), dozers (mostly D9s), motor-graders and wheel-loaders. This equipment fed and loaded miles of conveyor-belt systems designed to move materials to a number of work locations throughout the jobsite. The conveyor belts transported some 20,000 to 25,000 cubic yards of material per day. In 1958, around 7.6 million cubic yards of material was placed on the project. Tons of rip-rap was placed on the lake-side of the dam.

In 1958, 22-year-old **Curtis Brown** went to work on the project. It was his third job working union in Local 3. Not long after

arriving on the job, an opportunity came up for him to move material with one of the DW20s, and as the saying goes, "the rest is history." Brown found his love!

The job provided a "man camp" for the many workers. This included living quarters and meals. Most of the time, 10-hour days, six days a week were in order, with some winter shutdowns due to extremely wet conditions. Through time on and off the job, many connections and friendships were made. Scraper Operator **Dick Stimpel** and Push-Cat Operator **Paul Easley** were just two of the many Brown recalls meeting while working on the dam, and it just so happens that years down the road, both **Stimpel (Stimpel-Wiebelhaus)** and **Easley (Easco)** formed companies that became signatory to Local 3 and provided employment opportunities for our membership. Shovel Operator **Arlie Pratt**, another Operating Engineer working on the job, happens to be District 70 Business Agent **Dave Kirk's** grandfather.

By 1961, the project was finished, and Trinity Dam stood as the highest earth-filled dam in the world. Today, the Trinity River Division is still the second largest CVP department for the northern Sacramento Valley. It is also the third largest in water storage in the state of California and ranks in the top 20 in hydro-power generation.

We thank the many people who worked on this project. The completion of Trinity Dam has provided many jobs for the people in this region and the state of California, such as recreation, power-generation, irrigation and wildlife-habitat, among other things.



Member Curtis Brown works on Trinity Dam in the late 1950s.

# Sacramento

## DISTRICT 80

### Folsom Dam, Hwy. 65 employ members both then and now

Looking back over the 75-year history of Local 3, the Sacramento District has had many historical projects, from road and highway jobs to entertainment centers, pipelines, stadiums and energy projects, to name a few.

Some notable projects built over the years in Sacramento have expanded into much larger ones, such as:

1. Arco Arena/Sleep Train Arena – home of the NBA franchise Sacramento Kings. Now, the city of Sacramento and the Kings’ new owners are in the process of building an even bigger entertainment/sports arena in the downtown area near the K Street Mall.
2. Rancho Seco. Constructed in the early 1970s, this project was built by **Bechtel Corporation** and designed by Babcock and Wilcox. It is now the home of the Cosumnes Power Plant for the Sacramento Municipal Utility District (SMUD).



3. Hwy. 65. Finished in 2013, it is now a beautiful bypass that was constructed by **DeSilva Gates** and **Flatiron Joint Venture (JV)**.
4. Folsom Dam. It is now becoming a much larger “water retention” control structure that has been long overdue. With a new bridge crossing the American River, the dam has been raised, a control-structure tower is being built and a new spillway is being constructed as we write this. Some of our signatory employers, such as **Kiewit**, **Granite Construction** and **Martin Brothers**, have enjoyed the success of restructuring this dam.

As we look back at many of the big accomplishments in our district, our members have had the opportunity to buy houses, raise families and send their kids to college and/or introduce them to our trade. Many projects in the area over the years have kept our members local, busy and able to build a future for themselves and their families.

The Hell Hole Reservoir Dam is another notable project. Started in the early ‘60s, it was built by several signatory employers, such as **American River Contractors**, **Morrison-Knudsen**, **Henry J. Kaiser** and so on. There were contractors from West Germany and France employing union workers as well.

Over the last 75 years, the Sacramento District has enjoyed many successful projects and participated in many phases of these projects, from surveying to dirt and underground; from testing and inspection to producing materials;

Members with **Bechtel Corporation** work on the beginning stages of **Rancho Seco** in the early 1970s.



From left: Mechanic’s Helper **Ted Wherry** and Mechanic Foreman **Del Schultz** work for **Tenco Tractor**, which, today, is known as **Holt of California**, at the **Hell Hole Dam** in 1965.

from paving the roadways and freeways to flying iron or whatever else needed to be hoisted.

Special thanks go to Retiree **Ted Wherry**, who provided some of the information and photos used in this article. We always appreciate photos, stories and fond memories of our history.

As we look to our future, our persistence in keeping what we have and building a more-secured and better life for our members and their families will always be Local 3’s priority!

# Morgan Hill

## DISTRICT 90

### Members turn Pebble Beach into golf capitol of the world

Morgan Hill District 90 covers four counties in Northern California: Santa Clara, San Benito, Santa Cruz and Monterey. One of the many projects our members worked on over the years was the making of The Inn at Spanish Bay, a world-class resort in Pebble Beach where the Monterey Bay Marine Sanctuary and the Pacific Ocean come together. This was a private job that many OE3 members helped build. The design of the golf course is the same as you would see in Scotland – a true golf-links course. At the time of the course’s construction, **Granite Construction** of Monterey Bay was located in Seaside. The superintendent of the project was **Jack Russo**, who is native to the area. The three dozer operators pushing sand on the job were members **Paul Shifano** of Morgan Hill,



Dozer operators **Paul Shifano**, **Paul Amaral** and **Clint Adams** push dirt on **The Inn** at **Spanish Bay** project in 1983.

**Paul Amaral** of Hilmar and **Clint Adams** of Moss Landing, while one of the **Giordano** brothers, either **Mike** or **Steve Giordano**, operated the 651 scraper onsite.

From the early 1980s to the present, many infrastructure projects have occurred in the community of Pebble Beach, which is also known as the **Del Monte Forest** – the golf capitol of the world. Prior to this development, there were two sand plants located side-by-side. The first was **Del Monte Sand**, which provided a washed sand that was shipped all over the world. The second was **Owen Illinois**, and its sand was used solely for making glass. Both of these plants operated from the 1920s through the late 1970s.

Thanks to the many operators of our past who have made the union what it is today.

One of the **Giordano** brothers, either **Mike** or **Steve**, operates a 651 scraper on **The Inn** at **Spanish Bay** project in 1986.



- The state of Nevada has been a part of Local 3 since its beginning, as the original amalgamation essentially split the state into two locals – the northern half became Local 3, and the southern half became Local 12.
- By 1950, the average hourly wage-rate in Nevada was \$2.12.
- Today, Nevada consists of one district (District 11) and two union offices (one in Reno and one in Elko).
- District 11 covers every county in Nevada, except for Clark, Nye, Esmeralda and Lincoln.
- Currently, there are 2,255 members in the state and an additional 37 applicants.\*
- Unfortunately, Nevada became a right-to-work state in 1951.

\* Numbers do not reflect our District 99 members who live outside of Local 3's jurisdiction but work or have worked in Nevada.

## Nevada apprenticeship

The Nevada Operating Engineers Local 3 Apprenticeship Program has been training apprentices and journey-level operators since 1965. In the beginning, the Joint Apprenticeship Committee (JAC) arranged training with the resources on hand at the time. This meant training was held at employers' work sites and at the Hall. Training was also held at the Rancho Murieta Training Center (RMTC) in California for a short time, and then later at the Utah training site in the winter. In 1998, Trustees

decided to start the state's own training center in the Reno area, so a Case 580 backhoe was purchased and they began acquiring excess government equipment from sister locals and other Local 3 training sites. That same year, the first classes were offered on leased space at the Lockwood Landfill, but space and conveniences were limited, so in May 2002, Local 3 opened a permanent site at its current location in Wadsworth. Training has been held there ever since.



*The apprenticeship agreement for the state of Nevada is signed by Gov. Grant Sawyer, center, in August 1965, making training a top priority for Local 3. Those with Sawyer include, from left: Business manager Al Clem, Associated General Contractors (AGC) director Rowland Oakes, Nevada state labor commissioner Jim Combs, local contractor and JAC member Grove Holcomb, district rep. Norris A. Casey, U.S. Labor Department's Lloyd Jones, business rep. Gail Bishop and director of adult education in Washoe County schools Jerry Dondero.*

## Nevada

### Gold mines a jackpot for members, both long ago and today

It was a proud moment in 1939 when Operating Engineers Local 3 landed firmly in Northern Nevada and "hit the ground running" through many counties, which we now call District 11. At that time, the average wage for a heavy-equipment operator was under \$2 per hour. Since then, we have seen countless projects of significance that have changed Nevada's history and benefited our many Local 3 brothers and sisters.

In the 1960s through the 1980s, we experienced firsthand the construction of I-80, which was built to replace an outdated Hwy. 40. This project created hundreds of jobs and opened the doors for towns and cities along its path from Utah to California. One of those doors belongs to the city of Reno, which is the largest city in District 11 and home to many projects we can look back on and be proud of. Some of you may remember building the MGM Grand Casino in the early 1980s or the implosion and demolition of the famous Mapes Hotel in 2000. In 2002, **Granite Construction** lowered more than 2.2 miles of train tracks through the downtown Reno corridor on a \$265 million project known as Re-TRAC, which was designed to relieve traffic congestion. Six years later in February 2008, **Devcon Construction** broke ground on our very own \$58 million Triple-A baseball stadium, which houses the Reno Aces. This project employed about 275 construction workers and created around 825,000 hours of labor. Other contractors that worked on the project include **Diversified Concrete**, **Penhall Company**, **Granite Construction**, **Associated Concrete Pump**, **Bragg Crane**, **Tholl Fence**,

**A&KW Crane Co.**, **Nevada Barricade and Sign Company**, **Sierra Nevada Construction**, **Wood Rodgers** and **RHP Mechanical**, to name just a handful. When the project first broke ground, it was tentatively called Sierra Nevada Stadium. The stadium was constructed on an accelerated schedule, with only one year and 50 days between breaking ground and opening day. On April 17, 2009, the Reno Aces played their first home game in the stadium to an over-capacity crowd of 9,167. (The ballpark has an official capacity of 9,100.) The Aces beat the Salt Lake Bees 11-1. There were many construction workers in the stands.

As you jump on I-80 and head east toward places like Winnemucca, Battle Mountain, Carlin and Elko, if you look toward the mountains, you might recognize one of the many mine sites that our members worked on – and still do. Nevada's history is rich with mining, and we are one of the largest producers of gold in the world. The mining industry has kept hundreds of Local 3 Operating Engineers employed through the decades and continues to be a huge asset to our economy.

Over the past 75 years, the construction industry in Northern Nevada has experienced epic highs and devastating lows. We have seen it effected in both the public and private markets. However, through it all, Operating Engineers Local 3 has persevered, and we would like to take our hats off to all of our brothers and sisters and their families who have maintained the strength and integrity of the union throughout Northern Nevada and its entire jurisdiction. Without your knowledge, skills and dedication

to our industry, Northern Nevada would not be the same. We are a strong and proud union that has created history and will continue to etch its name into the future of the great state we live in.



*District 11's big projects over the years include work on the Wells Bypass in 1981 with Jack B. Parson Construction, above, and the Reno Aces ballpark in 2009, below.*



- The state of Utah became a part of Local 3 in 1941.
- By 1950, the average hourly wage-rate in Utah was \$2.08.
- Today, Utah consists of one district (District 12) and one union office (located in Sandy).
- District 12 covers the entire state of Utah.
- Currently, there are 2,236 members in the state and an additional 44 applicants.\*
- Unfortunately, Utah became a right-to-work state in 1955 and lost its prevailing wage in 1982.

\* Numbers do not reflect our District 99 members who live outside of Local 3's jurisdiction but work or have worked in Utah.



From left: Local 3 district rep. Tom Bills presents the 1972 Outstanding Apprentice award to Apprentice Dennis McDonald with Utah Joint Apprenticeship Committee (JAC) chairman of Heckett Engineering Co. Howard Baggett.

## Utah apprenticeship

Local 3 apprentices have been trained in Utah for decades; according to the *Engineers News*, the first apprentice class was held in the mid-1960s after the Apprenticeship Program was included in a new contract with Associated General Contractors (AGC). Since then, training has been held all over the state, including at the mouth of the Spanish Fork Canyon and at a site Wheeler Machinery allowed the union to use in Salt Lake City. Since 2005, Local 3 apprentices have been trained at the West Valley Geneva Gravel Pit in West Valley City, and today, trainings there continue to expand.



In 2000, training is held on this 10-acre site in Salt Lake City.

# Utah DISTRICT 12

## Local 3 is a family tradition for many

Utah's District 12 membership is well-known for its large families, and it's not unusual to have lots of Local 3 members in one family. In fact, there are many third-generation and fourth-generation families here, including Rec. Corres. Secretary **Jim Sullivan's**, which includes his father, Retiree **Ronald "Jim" Sullivan**, his son, **James "Bo" Sullivan**, and his stepson, **Josh Gardner**. All followed the mechanics trade in our great local.



Third-generation Local 3 member Joe Baker.

In honor of Local 3's 75<sup>th</sup> anniversary this year, we want to highlight two more families – the Hollidays, a fourth-generation family, and the Bakers, a third-generation family.

The Bakers have not only been dispatched out of this Hall but also owned their own Local 3 crane-rental and grading companies. **Victor Baker** was a 50-year member who turned 100 years old last year and unfortunately passed away in January. He had three sons who also became Local 3 members: **George Baker** is now retired, unfortunately **John Baker** passed away and **Jerry Baker** is a 40-year member who retired from **Granite Construction** in December

and has two sons of his own, **Darren Baker**, a seven-year member, and **Joe Baker**, an eight-year member. The family's skill-set is very diverse, with experience in dirt, mechanic and crane work.

The Hollidays also owned their own Local 3 grading and crane companies in the past and have been dispatched out of this Hall for various signatory contractors. The eldest, **James Holliday**, was a 28-year member of this local, and he had two sons, Retiree **Jim Holliday**, a 58-year member, and recent Retiree **Mike Holliday**, a 35-year member. Jim's son, Retiree and 35-year member **Scott Holliday**, also has a son in the industry, **Corey Holliday**, a six-year member who makes up the fourth generation of Local 3 membership. The Hollidays are another diverse family, having experience in pipeline, dirt and crane work. Mike represents District 12 on the Bylaws Committee and was a past Political Action Committee (PAC) member and job steward.

In Utah, we are very proud of our Local 3 membership and the deep heritage of our families, and we wish we could include all of our multi-generational members who have helped make this one of the greatest Operating Engineers locals in the nation, but there are far too many to list!



Second-generation Local 3 member Mike Holliday stands on the bank, as he works with his dad, Excavator Operator James Holliday.



Third-generation Local 3 member Darren Baker moves a P&H crane used for gold-mining that belongs to his uncle, John Baker. (Today, Darren works full-time for Mountain Crane.)



From left: Fifty-year member Victor Baker, his son, George Baker (a Local 3 member who later transferred to Local 12), and Chris Christianson stand in front of the Baker family's brand-new 30-ton Drott crane on a jobsite in the early 1970s.

- Still just a territory, the Hawaiian Islands became a part of Local 3 in 1948. (Hawaii became a state in 1959.)
- That first year, the average hourly wage in Hawaii was \$1.89.
- Today, Hawaii consists of one district (District 17) and three union offices (one in Hilo on the Big Island, one in Kapolei on Oahu and one in Kahului on Maui). Meetings and events are also held on Kauai.
- District 17 covers the state of Hawaii, Guam and the Mid-Pacific Islands.
- Currently, there are 2,845 members in the state and an additional 54 applicants.\*

\* Numbers do not reflect our District 99 members who live outside of Local 3's jurisdiction but work or have worked in Hawaii.



*In 2004, apprentices receive supplemental training at the Kahuku Training Center.*

*From left: Hawaii Joint Apprenticeship Committee (JAC) chairman Edwin Hulihee, Apprentice of the Year runner-up Lowell A. Perkins and JAC co-chairman Harold Lewis in 1976.*

### Hawaii apprenticeship

The training of District 17 apprentices has taken place for many years. The *Engineers News* features the first two graduates of the state's Apprenticeship Program in 1969. However, training became a top priority in the mid-1990s to help with a labor shortage. In 1994, this began taking place on 15 acres adjacent to where training is held now, but because the land was zoned for agricultural use, training times were restricted. Therefore, a better, permanent site was found in the summer of 2002. Construction of the new property took two years to complete, and the dedication of the Kahuku Training Center on Oahu was held on Dec. 11, 2004, marking the completion of Local 3's fourth and newest training center across its four-state jurisdiction.



## Hawaiï

# DISTRICT 17

### Organized labor in Hawaii dates back to 1841

As we celebrate the 75<sup>th</sup> anniversary of this great union, it is important to remember where we came from to help us understand where we need to go. Organized labor in Hawaii is recorded as far back as 1841. The first recorded Hawaiian labor dispute occurred when Hawaiian workers walked off their jobs at Koloa Sugar Mill to win a wage increase of about 2 cents an hour, or 25 cents a day. In 1935, President **Franklin D. Roosevelt** passed the Wagner Act, giving workers the legal right to organize unions that could demand employer recognition. The International Longshore and Warehouse Union (ILWU) unified the former Japanese and Filipino unions into Hawaii's biggest single union representing sugar, pineapple and longshore workers on all the islands.

In 1941, six years after the Wagner Act, the territory of Hawaii was issued a charter for Local 635 by the International Union of Operating

Engineers (IUOE) with jurisdiction over the Hawaiian and Pacific Islands. In 1948, seven years after receiving the charter, Local 635 became part of Local 3 in an effort to capture the market share and stabilize membership in the territory.

There have been many leaders on the local and district levels that have made Hawaii's District 17 an important part in one of the largest construction unions in the United States and Canada. Today, members in Hawaii enjoy fair and competitive wages with excellent Fringe Benefits. Our deepest appreciation goes to the brothers and sisters in Hawaii who have provided the skills, talent and dedication in the building up of our state, counties and communities as well as areas in the Pacific. As we continue the work of our predecessors, it is in unity that we will secure fair wages, benefits and safe working conditions.



*Members with Hawaiian Dredging perform roadwork on Kauai in 1947.*



*Members with Hawaiian Dredging work on Maui's roads in the mid-1950s.*



*Members with Hawaiian Dredging work on the crane operations at the Hawaiian Electric Power Plant near the Aloha Tower.*

*Members with Hawaiian Dredging perform road-clearing operations on Molokai in 1947.*



# This&That from the past

When Local 3 formed in 1939, life at home and abroad was anything but boring. Germany and the Soviet Union attacked Poland that year, and many countries declared war on Germany – a war in which the United States would join two years later. Albert Einstein was working on the atomic bomb, Batman made his first appearance in a comic book, Major League Baseball’s Lou Gehrig ended his career after being diagnosed with Amyotrophic Lateral Sclerosis (ALS), CBS television began transmission and “Gone with the Wind” and “The Wizard of Oz” became movies. And this was just the first year of Local 3!

## 1940s



A tribute is published in April 1945 shortly after President Franklin Roosevelt’s death. Considered one of the greatest leaders of the middle class, the article states, “Organized Labor in the United States owes a special debt of gratitude to Franklin Roosevelt, for under his administrations came the bulk of our national legislation advancing the interests of the wage earner.”



Local 3 operates its own short-wave-radio network with the call letters W 12-0239.



An “At Your Leisure” section is printed in 1967 with stories of fishing victories, like this one, as well as other hunting achievements.



## 1990s



Oakland A's pitcher Dave Stewart cuts a commercial for Local 3.



A campaign for buying clothing and goods with the union label started in 1948.



Safety became a priority in the 1950s.

## 1970s



The union’s switchboard operation gets an upgrade with this new PBX system, which allows faster direct transfers and conference calls in 1973.

## 1960s



In 1961, Swap Shop ads ran for the first time.



Local 3’s first business managers gather for a photo representing 35 years of the union during the installation of officers in 1974. From left: Al Clem (1960-1974), Regional Director of Region 10 James Twombly, Vic Swanson (1939-1958) and Dale Marr (1973-1982).



Local 3 goes online in the 1990s.

## 1950s



“Union Maid” cartoons were regularly printed in the ‘50s, such as this one, urging our fine union men to register to vote!



## 1980s



The union’s Alcoholic Assistance Program is formed in 1981, later changing to today’s Assistance and Recovery Program (ARP).

## 2000s



Cartoons such as this one from May 2000 were printed regularly to shed light on the ills of corporate America.

Where do you see the union in the next 75 years?



"I'd like to see them [Local 3] take everything over; expand!"  
– Vince Colvin,  
16-year member



"Going as strong as it is today with just as many members, if not more."  
– Raymond Lukse,  
10-year member



"Hope to see them [Local 3] still going strong. Been pretty good to me."  
– Charleston McGuire,  
37-year member



"Paying my Pension!"  
– Mike Blackwood,  
13-year member

The next 75 years ...

With several qualified and eager apprentices entering the workforce, there's no question the union is in good hands and will continue to thrive as we shoot for a positive 2089!



Second-step Apprentice Marcus Walker joined the Apprenticeship Program on July 25, 2012 after learning about the union through Job Corps. His favorite skill so far is gradesetting, and he fully believes in the union movement, noting that without Local 3, operators would not earn the wages they deserve or have the foundation to build a strong and successful career.



First-step Apprentice Mark Roebuck started the Apprenticeship Program in July 2013 and is currently working for Granite. He enjoys operating the excavator, blade and dozer and first learned to do so before moving to the United States from the Virgin Islands. He joined Local 3 to make a better life for himself.



Third-step Apprentice William Talbot was bound to join the Local 3 Apprenticeship Program at some point. His grandfather, some of his uncles, a few of his cousins and even his wife's uncles are also union operators, mostly Heavy Duty Repairmen (HDRs). Though he went the operator-route, Talbot is keeping the tradition alive, currently working for Mountain Cascade and running "everything." Eventually, he hopes to become a foreman.



First-step Apprentice Joe Alberico joined Local 3 in 2013. He's worked construction his whole life but wanted to work in a trade that he could be proud of and be a part of a strong union. His brother-in-law's stepfather was a member, and Alberico was interested in learning more about the craft. Today, he hopes to operate all kinds of equipment, so he's more marketable.



OPERATING ENGINEERS LOCAL UNION No. 3

1620 SOUTH LOOP ROAD, ALAMEDA, CA 94502 • (510) 748-7400 • FAX (510) 748-7412  
Jurisdiction: Northern California, Northern Nevada, Utah, Hawaii, and the Mid-Pacific Islands

Business Manager Russell E. Burns

Dear Local 3 members,  
It's incredible what Local 3 has achieved in the last 75 years. If our forefathers were alive today, they would be amazed at their legacy. They could not imagine how huge our jurisdiction would become or the benefits we would earn for our membership.

We must appreciate the past to be able to make the right decisions for our future. Though it's not always easy, we must be willing to adapt to technological and cultural changes in order to advance. And I see us advancing even more in the years ahead.

In the next 75 years, what do I hope happens for this great union? Ideally, the entire country will comprehend the importance of organized labor for a successful economy (there will no longer be a right-to-work movement) and unionization will be as strong as it was in the 1950s when one out of three workers was unionized. Politicians will do what they promise, and the country will support legislation related to infrastructure, which creates jobs and improves the lives of all of us.

For our union specifically, I would hope we have a huge increase in membership – and membership participation. Our union meetings and Semi-Annuals will be standing-room only. Workers will be knocking down our walls to get organized, and we won't be able to sign new members fast enough.

If all of these things happen, we should see our economy flourish and in turn our funds do the same, so that we can look at improving benefits even more.

Ultimately, I see Local 3 getting stronger, bigger and more mobilized to face whatever obstacles lie ahead. Local 3 has always faced challenges, but just as we have done for 75 years, we will continue to overcome them.

Please join me this month at the Semi-Annual Event on March 16 and at our anniversary celebration at Six Flags Discovery Kingdom on June 28. Here's to the next 75 years.

Russell E. Burns, Business Manager

# The machines that moved us



Member Glenn Jones provided this photo of a steam-powered shovel in the 1900s.



Arnold "Smokey" Boehm, a member since 1948, stands near an old scraper that's just like the kind he used to operate.



In the early 1950s, Operator Pete Stefani and his son, Oiler Bob Stefani, perform some pile-driving.



A primitive blade in the 1930s.



The International TD series 25 bulldozer was built in 1959.



Operator Wilbur Durfey displays a 1929 model 3-10 power shovel in 1974.



Thanks to Retiree Joe Fanfa, we have this photo of a 12F blade that was introduced in 1965. (He supplied many photos for this project.)



An 825B compactor from 1969.

The 977K crawler loader was introduced in 1966.

