

OPERATING ENGINEERS LOCAL UNION NO. 3

# ENGINEERS

## NEWS

Vol. 67, #10

October 2009



**HEADING DOWN THE HIGHWAY**



**provides jobs for Operating Engineers  
in California, Nevada and Utah**



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Engineers News (ISSN 1069-2185) is published monthly by Local 3 of the International Union of Operating Engineers, AFL-CIO; 1620 South Loop Rd., Alameda, CA 94502. Periodical postage paid at Alameda, CA and additional mailing offices. Engineers News is sent without charge to all members of Operating Engineers Local 3 in good standing. Non-member subscription price is \$6 per year. POSTMASTER: Send address changes to Address Change, 1620 South Loop Rd., Alameda, CA 94502.



## For The Good & Welfare

By Russ Burns, business manager

# Seventy years of fighting for what we have

I want to thank the membership for your support at the Sept. 20 Semi-Annual Meeting at the Rancho Murieta Training Center (RMTC) and during our recent internal election. As most of you know, the current group of officers and trustees were unchallenged in the 2009 internal election and therefore were re-elected by a white ballot. The officers, trustees and Executive Board members were proud to be sworn in on Sept. 1 for a second term by former business manager Tom Stapleton. These last three years have brought a lot of challenges, and we met those challenges head-on. We promised change when we were elected in 2006, and we did our best to deliver on those promises.

We improved the way things were run in this organization for the better by dealing with integrity, transparency and accountability through a fair dues structure, an open-door policy and a system of checks and balances put in place by the membership. We intend to continue those policies into our next term.

While we couldn't and still can't control the stock market, we did control the 2008 presidential election by electing labor-friendly Barack Obama into presidency. His stimulus funds for construction projects have started impacting us, including the \$787 billion American Recovery and Reinvestment Act (ARRA), which will produce more than 3.5 million jobs nationwide with 396,000 of those jobs in California and thousands more in Nevada and Utah.

There are many projects currently on the books, but we all know we need more. Nationwide, millions of homes have foreclosed this year, and that number is only expected to rise, continuing the slump in private work. While we dominate public-works projects, many are full, so we must create new jobs that will give us the biggest bang for our buck. Right now, that's water storage. While water has always been a source of controversy for Californians, we have to get beyond the politics of it and focus on our back pockets. Canals, water storage, ports, etc. will ensure billions of dollars of long-running projects for our industry. Stay tuned for more details on these projects and how you can get involved to ensure they begin.

Speaking of beginning projects, a major solar panel manufacturing system from Solyndra, Inc. recently broke ground in Fremont, Calif. The plant is designed to produce 500 megawatts of solar energy per year that will create 3,000 construction jobs and 1,000 manufacturing jobs. The company received \$500 million from the U.S.

Treasury for this project, which converts light to electric energy: Good for the environment *and* good for the economy. We'll have more on that project when it gets going.

Also on the horizon for Local 3 are the upcoming Master Agreement negotiations. Remember: When the time comes, it will be important for you to get involved and attend these meetings, as many major agreements are coming up for negotiations in 2010, and contractors are already back-peddling because of hard times. We must make our presence known and vocalize the fact that we have the lion's share of public-works projects and should be fairly compensated for our skilled craftsmanship. We will continue to grow stronger and larger, even in and especially during times of adversity. We didn't become the largest and greatest local in the United States by luck. We had to fight for it, and we must continue to fight for it.

For our brothers and sisters who continue to struggle as they wait for the work picture to turn around, there is some good news to report: There is a possibility of another federal extension of unemployment benefits for laid-off workers. I know this applies to many of you, as I receive phone calls and hear how the work picture has impacted you and your families. But if this bill, HR 3548, passes, workers will receive an extension of seven to 13 weeks, depending on their state's unemployment level. Under the bill's provision, California and Nevada would receive the maximum extension. This has just been brought to my attention, and as more details are available I will let you know.

These last three years brought challenges for this organization like none of us have ever seen, and those challenges will not likely go away overnight. I won't sugar-coat the difficulty of our position, but I will tell you we intend to do everything we can to get things moving in the right direction again.

I want to thank you all again for your support. I give you my word along with the rest of the officers, that we do not take our responsibility lightly. Local 3 is celebrating its 70-year anniversary this year and RMTC is celebrating its 40-year anniversary – two achievements that are cause for celebration and serve as a reminder that we must fight for what we have.



## STIMULUS TRACKER

*Federal funding paves the way for construction jobs*

What is the American Recovery and Reinvestment Act (ARRA)? You may have seen it on signs marking roadway projects. Officially, it's the federally funded, \$787 billion stimulus package that President Obama promised would jump-start the country's economy and put working men and women back to work.

For Local 3, it's jobs.

Break it down even further, and for the Yuba City District, the ARRA is the nearly \$18.3 million project that put construction crews to work on Hwy. 99, applying rubberized paving from the Sacramento County line to Hwy. 70 in Sutter County. Their work landed them in *The Sacramento Bee* and the *Appeal-Democrat*, among other newspapers. The ARRA is also the seven-mile, two-lane overlay project that put members to work on La Porte Road and the \$1 million spent to make Bridge Street more "pedestrian-friendly" – projects that were also featured in the news recently.

According to *The Sacramento Bee*, the ARRA is also the \$86 million slated to upgrade 19 airports in California, the \$22.3 million that will strengthen the Folsom Dam and the \$20 million to develop the Sacramento rail yard. These will put many of our members to work for a long time.

The ARRA is also part of this month's cover story (see page 16) and what you can expect to read about here, as *Engineers News* covers stimulus-funded projects that break ground within Local 3's jurisdiction. All 14 districts expect stimulus funds by next year.



Members with George Reed work overnight, paving sections of Hwy. 99 in south Sutter County.



Members with Anrak and Szeremi Sweeping are first on the job to repave Hwy. 99.

### Also making headlines:

The San Rafael Rock Quarry has employed members since the Dutra Group began its operations in 1982. As the company attempts to renew its permit, those unhappy with the quarry are making it difficult to do so. Hundreds for and against the operation recently attended a San Marin County Board of Supervisors meeting to let their voices be heard. District 01 Business Rep. Chris Snyder was among them, fighting to keep our members' jobs.

"We're not just talking about some big company," he told the *Marin Independent Journal*. "These are real people, earning real wages."

We appreciate his support. Another public hearing regarding the final environmental impact report is scheduled for Oct. 27.

## Talking Points

By Fred Herschbach, president



## Move over: Lives depend on it

I recently had the privilege and honor of attending a funeral service for Brother Operating Engineer Don Lichliter, a 17-year member. I didn't personally know him, but after the service ended, I knew enough to realize he was very well respected. The service was standing-room only, as co-workers, friends and family talked highly of his contributions to their lives. The state of California recognized Don for having made the highest sacrifice – living and dying in service. Those in attendance, including state officials, the California Highway Patrol (CHP), the Caltrans honor guard, dignitaries and brother and sister Operating Engineers, should be commended for giving Don an honorable farewell.

After the service, I realized immediately what I needed to do: Challenge Gov. Schwarzenegger, the state Assembly and the Senate to pass Senate Bill (SB) 240, designed to prevent the loss of innocent lives, like Don's, from ever happening again. In its simplest terms, the bill says that when there is a stationary vehicle on the freeway, vehicles must move over to the next lane. If a lane is not available, they must slow down. There is more language in the bill, but it basically states: Move over and slow down. We won't know what might have happened the day Don lost his life if SB 240 was enacted, but we can prevent accidents like his from happening in the future by passing it today.

Speaking of preventive measures, did you know that 70 percent of all health-care costs are a direct result of behavior? Seventy-four percent of all health-care costs are attributed to four chronic conditions – cancer, Diabetes, obesity and cardiovascular disease. Eighty percent of all cardiovascular disease and Diabetes, 60 percent of cancers and more than 90 percent of obesity is preventable. I could go on with more statistics, but it is obvious that we need to do more than we are doing right now to improve our quality of life and save money. Business Manager Russ Burns, the other officers and I are trying to think outside the box to come up with ideas to curtail our rising medical costs, including incentives, Health Savings Accounts (HSAs) and individual health assessments. There is a whole myriad of things we can do to lower our medical costs, however, along with the pros are the cons. For example, disclosing personal information to providers effects privacy, and not everyone is comfortable sharing health information. Secondly, our workforce is transient, making it difficult to track people consistently. We aren't like a Safeway or an IBM company where the workforce is stationary making individual progress easier to track. We move from job to job and contract to contract. Different contracts have different contribution rates, making each member's case unique, and because we move around so much, employee incentives and one-on-one consultations are difficult.

Still, we can't and shouldn't wait on the government to do something about our health-care costs. We need to do something for ourselves to reduce costs, so we bring more money home and get healthy. We will continue to keep you informed on this issue, because we need your involvement. Whatever ideas are brought to you, won't work without you.

Please be safe out there, and remember SB 240. Call the governor at (916) 445-2841 to get it passed, and move over.





**Report & Review**  
By Carl Goff, vice president

# Farewell, Don

## Former treasurer first hired me

I'm sad to report that former Local 3 treasurer Don Luba passed away on Aug. 4.

I had a special connection with Don – not only was he my union brother and friend, but he and former vice president Max Spurgeon gave me my first shot on Local 3's staff, hiring me as a dispatcher for District 90 in 1988. Since then, I have moved up within the organization, ironically serving as business representative and treasurer just as Don did before he retired in 1994. Now as vice president, I remember the man who first hired me.



Former treasurer Don Luba.

Don was a good man and a great union member. Joining Local 3 in 1950, he operated dozers, shovels, draglines and cranes before being drafted into the Army in 1952. He served in combat during the Korean War in the 120<sup>th</sup> Combat Engineers, 45<sup>th</sup> Infantry Division. When he returned to the states, Don continued working as a Local 3 operator and eventually joined staff as a business rep in 1968. He later served as union treasurer under Business Manager Tom Stapleton and was an active member for 58 years before his death.

Don's Local 3 legacy is carried on through his son, member Kirk Luba, who joined Local 3 in 1980 and is currently operating a crane out of District 01; his brother-in-law, Retiree Frank Knudler; and his two nephews, Heavy Duty Repair (HDR) mechanics Don and Greg Knudler.

Reminiscing, Kirk remembered this famous story of his father on the job:

As a business agent, Don once visited a jobsite where an iron worker was wrongfully operating a crane on the top of a building. Not wanting to get off the equipment, the agitated iron worker began throwing bolts at Don as he made his way up to confront the angry man. Single bolts eventually turned into an entire bucket of bolts, which hit Don so hard, it caved in his aluminum hardhat. Not phased, Don climbed the crane's ladder, reached the offender and made him get off, if you know what I mean.

Don's dented-in hardhat remained at the San Jose Hall for a long time.

While the story may sound crazy today, that was often how things were done in the early years of the union. It was much tougher then. In Don's time, disagreements were often settled by fist fights on the job, in the parking lot or at a bar after work. Now, there are laws that prohibit these types of "remedies." Disagreements are settled with grievances, arbitration, mediators and lawyers. Those were the good ol' days.

As a Local 3 officer, Don fought hard for what we have today. He will be missed by his friends and family, which now stands 40,000-strong. He is survived by his wife of 52 years, Margie; Kirk and his wife Krissy; daughter Roxanne Harding and her husband Steve; and four granddaughters, Alexandria, Grace, Katie and Kimberly.

**Unit 12**  
Photos by Gary Rocha, business representative

# Hundreds gather in Modesto for Unit 12 member's funeral

## Lichliter hoped his death would help promote safety for Caltrans workers

Safety is always a concern for our members who work alongside busy roads and freeways on a daily basis, but when 17-year Unit 12 member Donald Lichliter was killed on the job July 23, the reality of these risks became personal.

A Unit 12 member since the division was integrated into Local 3 in 1992, Lichliter worked throughout the local's jurisdiction and had many friends within the union. A tree maintenance worker at the Lodi Maintenance Yard, Lichliter worked for Caltrans for 27 years and was working alongside Hwy. 99 in Lodi when a truck hit and killed him.



Seventeen-year Unit 12 member Donald Lichliter.

Hundreds attended his funeral held in Modesto on July 30, including Local 3 President Fred Herschbach, Unit 12 Craft Maintenance Director Tim Neep and International Union of Operating Engineers (IUOE) State Unit 12 Director George Swift.

Lichliter's story – and more importantly, the safety of construction workers – was featured in newspapers and on TV stations nationwide. Lichliter's family said this is what he hoped for, telling the *Modesto Bee* that if he ever died on the job, he told his family he hoped his death would help promote construction safety.

*Engineers News* is carrying out his wishes. We ask drivers to slow down while driving through construction zones and remind workers to practice safety on the job.

Our condolences go out to Lichliter's family: Wife of 21 years, Mandy, children, Nicole, Jollene, John and Ally, and granddaughters, Gianna and Lera.

You will be missed.



IUOE State Unit 12 Director George Swift presents Donald Lichliter's wife, Mandy, with a service award at her husband's funeral on July 30.



District 30 Business Rep. John Bruckner, President Fred Herschbach and Stockton Business Rep. Greg Flanagan were among hundreds who attended the funeral for 17-year Unit 12 member Donald Lichliter on July 30.

Dear Editor:

To the brothers and sisters of OE3: Though this economy has dragged on a lot longer than I'm sure we have all anticipated, we must all try and stick together. I used to work for Valley Power, then for another company until getting laid-off due to, once again, the economy. I encourage the men I used to work with to give each other a call once in a while just to see how they are doing. As of this writing, I have been out of work for seven months – probably not as long as some of the other members, but still give them a call and check on them and encourage them to hang in there. This can be a depressing time for those looking for work, but do what you can to stay busy. In 30 years of being an OE3 member, I have never been out of work this long.

Thank you,  
Kurt Pless  
Reg# 1866534

Please note: Letters to the Editor is a section for your comments and questions about information featured in *Engineers News*. Any concerns regarding issues not related to *Engineers News* should be addressed at your local district meetings.

Letters to the Editor should be 200 or fewer words and are subject to editing. The use of offensive language and unsubstantiated, personal accusations will not be permitted. Letters must include your name and registration number.

To submit a letter by mail:  
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By fax: (916) 419-3487

By e-mail: newsletters@oe3.org

## Retiree Rose to the occasion

### *Forty-nine-year member wants to give extra to the membership*



Wayne Rose

Retiree Wayne Rose was the subject of President Fred Herschbach's column more than a year ago for wanting to take part of his Pension and give it to another brother in need. Now, Rose, a 49-year member,

is back at it again, only this time, he is raising the bar even more. Rose has "dues" deducted from his Pension check to cover the International Union of Operating Engineers (IUOE) per capita tax and has been paying extra as a kind of donation. After a recent increase to these dues, Rose decided to give even more than the increase – two times more. He would like half of his dues to go to the IUOE and the extra to go to the membership.

*"I'm retired with good health and owe it all to the union."*

At a time when unemployment numbers are at a record-breaking high and most folks are scrambling to make ends meet, Rose's goodwill gesture seems especially notable, but don't tell him this.

"There is nothing unusual about it," he said. "The union made my life – I'm retired with good health and owe it all to the union. So many people are hurting now ... it's a helluva lot worse than I've seen in my lifetime. I don't need the money to live on."

Rose is out of the Redding District and retired 10 years ago after living in Oakland and working for O.C. Jones as a loader and paver operator. Today, he lives on 10.1 acres and spends his time working around the property and maintaining his triple-wide mobile home.

His advice to new apprentices: "If you don't like it (the work) you'll never like it – go home."



## Looking at Labor

By William Kalani Mahoe, treasurer

## At least 10,000 workers needed in Guam

Aloha Local 3 members.

For the last couple of months, my attention has been on Guam, as I believe the island could provide thousands of jobs for our members and help pull us out of this economic slump. During my recent visit to the island, I got an overall outlook on the construction situation there – exciting news that supported my belief.

The U.S. Department of Defense plans to move 8,000 Marines and their dependents from Okinawa, Japan to Guam by 2014. That effort, part of a larger plan to realign U.S. military forces in Japan, is expected to cost \$20 billion – this is for military work only. The buildup of roads and infrastructure could bring in an additional \$20 billion as well as another \$14 billion in new schools and hospital facilities. This adds up to \$54 billion in total military and public-works construction within the territory of Guam. To accommodate this, the estimated work force needed is between 10,000 and 15,000 workers.

While this is great news, there are a few challenges we still need to iron out:

1. Increasing hourly wages
2. Convincing immigration to lock out foreign workers
3. Educating legislators to utilize union members to reduce the cost of construction when doing business

I have been working closely with Congressman Neil Abercrombie, who supports measures that would allow foreign laborers to do 30 percent of the work on a military project and provide opportunities to displaced workers from around the country. He also proposes that construction workers be paid as much as Hawaiian workers on similar projects.

I will continue to look into opportunities in Guam and keep you informed. In the meantime, I appreciate all your support. Mahalo.



# Operating Engineers: Still Paving the Way 70 years later

## Union's Semi-Annuals bring family atmosphere, food and fellowship

If you want to get an idea of the Local 3 membership, you should attend a Semi-Annual Meeting. This year's meeting was worth the travel, even in today's economy and the 100-degree weather (ask Retiree Jim Poole – he came all the way from Colorado). Hundreds of members came, many with their full families and close friends to check out the new venue and the new booths, for this event marked the local's 70<sup>th</sup> anniversary and the Rancho Murieta Training Center's (RMTTC's) 40<sup>th</sup> anniversary. To celebrate, the officers held the event at the Ranch and a few new items were added, including an Equipment Rodeo, a new *Engineers News* prize wheel, a history book preview and an annuity-investment seminar along with the usual OE3 health vendors (for more health vendor photos, see page 30).

If not for the great food (tri-tip, ribs and homemade baked beans) and entertainment (Retiree Ted Sanchez gave a beautiful rendition of the National Anthem), then attend for the people and their stories: John T. Brown, who was the union's equipment rodeo backhoe winner in 1982, came to the event with the trophy to prove it. Retiree Ralph Phillips flew to the Ranch from

Sonora in an RV8 plane he built. Old friends Doug Jojo and Glenn Gramstad, who worked together in 1993 at the Rhodes and Jamison Quarry, catch up at these events as well as the Retiree Picnics. Then there's the multi-generational families, such as Julio, Paul, Benny and Ray Basquez and Fernando Orozco – a full three generations of union heritage. There were also many proud parents like Maria Palominos, mother of Apprentice Jose Castaneda. She said he never misses a class and "is trying very hard."

This Semi-Annual was also a place to learn about the Road Machinery strike, as strikers and their families, including their mascot, little dog Pickle, had a booth and collected donations for the cause. Their strike fund did well, and many attendants promised to walk the line with them in West Sacramento.

As you can see, Local 3 really is a big family. It's been that way for 70 years. "Before this economic downturn," said Business Manager Russ Burns during the Good of the Order, "this union was 43,000 strong ... We will grow again; work will come back again; and we will continue to be the great local we are today."



Seven-year member Martin Flores and his son, Anthony, pile on the food at the barbecue lunch at the Semi-Annual Meeting at the Ranch.



From left: Twelve-year member Richard Sanson and eight-year member Sam Solari talk shop during lunch.



From left: Business Manager Russ Burns and President Fred Herschbach listen to Ted Sanchez's emotional rendition of the National Anthem.



Wife Linda and 38-year member Larry Uhde get goodie bags from the Operating Engineers Federal Credit Union (OEFUCU) booth.



Twelve-year member William Seward tests his skills on the excavator during the Equipment Rodeo.



Retiree Ralph Phillips arrived in style in the RV8 he built himself.



From left: Eleven-year member Don Ogawa, nine-year member Tony Lima and Rec. Corres. Secretary Jim Sullivan.



William Gates concentrates on placing the forms as he competes in the Equipment Rodeo on the mini-excavator.

From left: Treasurer William Kalani Mahoe thanks Lola and Duane Gray for attending the meeting in Sloughhouse, Calif.





Apprentice Tiana Anderson gets her face painted, while her daughters Xiana and Angela show off their own artwork.



From left: Twenty-year member Paul Gurries, 28-year member Steve Mackey and Apprentice Tony Robinson test their skills on the backhoe during the Equipment Rodeo.



Rich Curran and his son, John, enjoy the cooler temperatures in the shade before the meeting starts.



Retiree Charlie Garabedian looks at old covers of Engineers News with his son Ron. Charlie has been a member since 1943, when the first Engineers News was published.



From left: Ester, Valerie and Apprentice Cesar Medina catch a ride in style to the Sept. 20 Semi-Annual Meeting.



From left: Financial Secretary Dan Reding shakes hands with Road Machinery striker Shane Walthers.



Member Doug Jojo gets his caricature drawn by artist Wolfgang Niesiesleski.



Nine-year member Fernando Fernandez and his family get ready to head outside and enjoy the Semi-Annual events.



From left: Vice President Carl Goff visits with Retiree Jim Poole, who traveled from Colorado to attend the event.



From left: Tim and Greg Taggart pose for a photo after watching the backhoe competition during the Equipment Rodeo.

## CONGRATULATIONS TO THE 2009 EQUIPMENT RODEO WINNERS

Hydraulic simulator  
Tracy Sichel  
Fedrico Ruiz

Excavator  
Tony Robinson  
Russell Knab

Backhoe  
Layne Heintz  
Camron Dean

Crane  
Harley Strandberg  
Jeff Summers



Equipment Rodeo winners Camron Dean, Tony Robinson, Russ Knab, Harley Strandberg, Layne Heintz, Jeff Summers and Tracy Sichel stand with RMTC Executive Director Kris Morgan and Director of Training Dave DeWilde. (Not pictured: Fedrico Ruiz)





## Public Employee News

By Don Dietrich, director

# Health-care reform is a necessity

## *You cannot afford to sit on the sidelines*

I remember when I started participating in contract negotiations in the mid-to-late '80s. We never talked about cost-sharing for health care – it was a given. The employer provided full, paid health care. We had excellent coverage, no deductibles and no co-pays at a cost of around \$200 a month for family coverage. Most plans were composite-rate, meaning the same rate for single employees and those with families. Sometimes we argued for 0.5 percent pay raises, but we never talked about the cost of health care. The salary for a deputy was around \$10 per hour, and that was good money back then.

Fast forward some 25 years later to 2009: The salary for a deputy is \$40 dollars an hour or four times what it was then, however, the cost of health care has increased by more than eight times or 800 percent based on a family-plan rate of \$1,800 a month. This doesn't take into account the plan design that has increased out-of-pocket expenses. In fact, a health-care advisor recently told our Health and Welfare trustees to expect health-care costs to double every six years. At that rate, the cost of family health care will eclipse the average monthly income of the working class.

This is why we need health-care reform. It's not the employees who set the rates; it's not the employers who set the rates – it's the insurance companies who determine the cost of health care. If we, as a society, don't get a handle on this runaway train, the working class will no longer be able to provide health care for their families. The employers will continue to demand cost-shifting to the employee, because they cannot control the cost. Employers have reached the point where they are willing to give pay increases over increases to health-care benefits.

I recently read a health-care analysis that stated specialized medicine is advancing in America, but general practice is waning. This is just one of many dangerous trends happening to our health care. I encourage all of you to talk to your government officials and demand health-care reform. Keep current on the debate, and make sure your representatives in Washington know how important health care is to you and your family. We cannot afford to sit on the sidelines hoping someone else will take care of this for us.

# Survive we will

By Fred Klingel, business representative

I no longer consider unusual procedures and out-of-the-ordinary dealings as abnormal, especially when dealing with governmental entities. Whether it is a district, city, state or even the federal government, be prepared to think as if you are in "The Twilight Zone." Remember the weird and unusual where no one dared to go? Well, folks, we are there.

It is no longer unusual to have governmental entities operate after the beginning of the fiscal year without an adopted budget. It is normal to continue to spend more on programs when there is less money coming into the coffers. How do these folks make up the difference? Normal individuals would cut spending on programs that have no value or return on their investment, and if that was not enough, they would go to their reserves and investments, but it is no longer a zero-sum game.

Investments and reserves must be preserved at all costs, even if those costs are people's jobs. All crises and conflicts have some casualties, and in this case, it's jobs, wages and benefits. It is a matter of survival, and to avoid becoming a casualty, it is important that adjustments are made.

Survive we will, and in the end, we will be much better off. How is that possible? We will have to learn to adjust our lifestyle, not take things for granted, get rid of debt, incur less debt and, if possible, start saving. Human beings are resilient, and we will come out leaner, smarter and in all likelihood, financially better off.

In the meantime, public employers are in a take-back mode, and if you don't agree to modify your contract via side letter or newly negotiated contract, the public entity is ready and willing to impose its will on employees and bargaining groups. Below is a list of concessions some of my bargaining units have made in order to survive another day and not become a casualty of layoffs:

*Firebaugh miscellaneous employees:* Deferment of a 4 percent negotiated raise and 12 days of unpaid leave

*Newman miscellaneous employees:* Ninety-six hours of unpaid leave, 2 percent less pay to a portion of retirement, loss of 6 percent to 14 percent wages to offset medical insurance

*Chowchilla City Office Employee Association:* Still in bargaining mode for concessions

*Oakdale miscellaneous employees:* Five percent of wages via a fund contribution

*Santa Cruz city supervisors and mid-managers:* Ten percent across the board via unpaid furloughs and previously agreed upon concessions

I must commend all our members for their willingness to save their fellow coworkers who would otherwise become a casualty of this economic and financial disaster.



# Paying for other people's mistakes

By Bill Pope, business representative

As the economy continues to struggle, local governments are looking for ways to increase revenues, reduce expenses and streamline service-delivery methods. The last two ways directly impact employees.

Public newspapers and other forms of media view employee salaries and benefits as excessive, however, employee salary and benefits are not exorbitant. The city employee who repairs and maintains your streets, parks, sewer lines and water lines and provides for infrastructure earns an annual average wage of \$60,985. Yet, the city has asked labor unions to give up hard-earned benefits.

The San Jose City Council decided to spend as much as \$5.1 million more on the south San Jose police substation, following a \$4.5 million increase for cost overruns approved in March. The unusually high total means the city is spending well over the typical 10 percent contingency budget for major projects; the police substation was originally slated to cost \$82 million.

City administrators blamed flawed design documents for the extra costs and said last week that they spent the summer trying to figure out precisely how much more money the project would need and whether they could wring out any savings.

How many parks could be maintained, streets repaired, sewer lines cleaned or city jobs saved with \$5.1 million?

We've been hearing how public employee pensions and benefits are bleeding the city of San Jose coffers dry. Maybe things wouldn't be so bad in the first place if the city spent our tax dollars wisely.

# Employees are cities' greatest assets

By Art Frolli, business representative

As with the rest of California, the economy is taking its toll on many of the cities and counties in the northern part of the state. Many municipalities are scrambling to balance their budgets and are concerned about further cash grabs from the state, as it frantically searches for a way to find additional cash to fix its own budget.

Unfortunately, many of these municipalities are looking first to their employees for salary and benefit concessions before exploring other ways to balance their budgets. I find it appalling that so many are showing such little regard for their employees. They forget that when the municipalities were flourishing, they were not overly anxious to share by providing their employees salary and benefit increases. Many of these municipalities have forgotten that their employees are their biggest assets. Without the hard work from their employees, municipalities would cease to exist.

Recently, I attended a city council meeting that demonstrated this. I was taken aback by the attitude at this public meeting, as a majority of council members openly stated that they intended to ignore the budget proposed by the city manager and finance director that would have produced a balanced budget without impacting employees' wages or benefits for 12 months. In short, this budget cut non-essential capital improvement projects and other non-essential items.

Rather than take the advice of the experts hired by the city to develop a balanced budget, it was shot down by three of the five council members in favor of balancing the city's budget on the backs of their employees by negatively impacting their contracts. The discussion

included potentially implementing four citywide furlough days a month to each employee, reducing their salaries by about 20 percent and using this savings to put many non-essential capital improvement projects back into the budget.

One council member stated that public employees were overpaid and had premium insurance and retirement packages that they intended to reduce in order to balance the city's budget. I later discovered that this council member was not elected by the city's constituents but had been appointed by the other council members when a vacancy occurred.

Talk about being uninformed.

I was able to settle two of three city contracts without any furloughs, but a loss in pay was imposed at about 3.7 percent to 6 percent of salary depending on the bargaining unit.

While there are some retirees who do quite well on a California Public Employees' Retirement System (CalPERS) Pension, the numbers provided by this council member were influenced by individuals working in management positions in large cities where the base salaries are much higher than the rural community represented by this council. Let me demonstrate: If in your community, the three-year average of an employee's base pay is \$37,440 per year and the employee has been working for the city for 25 years, they would receive about half of that three-year average as retirement or about \$18,720 per year upon reaching retirement age. If you can survive at all, you're eating beans and hotdogs. Furthermore, should furloughs be implemented, this would reduce the employee's average base salary if retiring in the next three years.

## MAINTENANCE CREWS PROVIDE NECESSARY IMPROVEMENTS

*This public works crew patches the road for the city of Santa Rosa. Crewmembers include, from left: Tua Pouieu, Lupe Villagomez and Eddie Torres.*





## Credit Union

By Jim Sullivan,

Credit Union secretary/financial officer & recording - corresponding secretary

# Preparing for financial setbacks

Living on less is never easy, but with a little planning and a positive attitude, you can weather most financial storms. Take a deep breath, relax and review the following tips that help make any setback smooth and (almost) painless.

## Pragmatic Planning

Now is the time to prepare for a financial shock that may hit later. Don't procrastinate; create a budget.

Anticipating a tax refund? If so, beat the rush and file your taxes as soon as possible, so you don't have to wait for cash.

Put money aside in a special "piggy bank" or savings account.

Start thinking about generating money by selling an asset. This can include everything from having a garage sale to selling stock, but be aware of capital-gains taxes for next year.

## Budgeting Basics

Financial planning begins and ends with a realistic budget. If you haven't reviewed your goals, assets, income, expenses and debt in a while (or ever), now is the time to do it.

Once you have an accurate idea of where your money is going each month, take a good, hard look at it. Are there areas you can reduce or eliminate? Analyze when and how you spend your money, and make positive decisions about what you may want to change.

Track your expenses. You may be able to prevent "money leakage" – the "fast cash \$40" that seems to evaporate before you leave the ATM machine. By plugging the holes now, you can save more efficiently when you really need it.

## Savvy Saving

Emergency savings are for times like this. If you have saved money, take out only what you need and spend prudently.

If you do not have a savings account to fall back on, don't despair, however, the current economic climate may be the perfect motivation to start one. Ask your employer to deduct money from your paycheck and deposit it into a savings account.

## Smart Shopping

Consider every purchase: Do you need it? Do you need it now? Can you get it for less somewhere else?

If you can afford it, buy in bulk, however, it's only a great deal if it can be utilized and not wasted.

If there is a farmers' market in your area, you can take advantage of the freshest produce for cheap prices.

Use coupons to save on food costs, but don't be lured into buying something you would never otherwise purchase just because it seems like a bargain. Do you really need four packs of triple-A batteries or orange-confetti cake frosting?

## Credit Control

If you can't pay your bills, contact your creditors and explain your predicament. If your payment history has been consistent, you may be able to avoid a late-payment fee. A phone call is good, but a letter is better, as you will have tangible evidence of your efforts. Keep copies of all correspondence, and maintain a log of telephone communications, complete with a representative's name and time of call.

If you have credit-card debt, pull out your most recent statements and check your present Annual Percentage Rates (APRs). Are they higher than you remembered or simply too high for you to be comfortable with? If so, it may be time to make some changes.

Remind your current creditors if you have been a good customer. Ask for an interest-rate reduction. A five-minute phone call can create huge savings.

Consider transferring your balances to low interest-rate cards or those with extremely low "teaser" rates. Be sure to evaluate the transfer offers carefully: How long does the offer last? Is the APR 5.9 percent or 5.9 percent plus the prime rate of interest? How long is the grace period? You may not

want to go from a 30-day grace period to a 20-day grace period. What is the punitive interest rate for late payments? They can be as high as 36 percent – quite a jump from the original offer.

Credit card debt is expensive and frustrating. If you feel you have been treading water or watching the balance grow rather than plunge, go back to your budget and consider making changes. A \$2,000 balance with a 19 percent interest rate will take 30 years to repay if you just make the minimum payment, and that's if you never make another purchase on it!

Debt consolidation may be an option. A Debt Management Plan is designed to help consumers repay their debt in three to five years by offering interest-rate reductions (depending on the creditor), one monthly payment and a commitment from you not to get into further debt.

We are aware that we have members who are currently experiencing serious financial problems. We are available to work at bringing financial balance back into your lives. We've partnered with a financial fitness partner called Balance Financial Pro to assist you or your family with debt management, a budget you can actually live with and avoiding a foreclosure. Members who need immediate assistance can contact (888) 456-2227. The call is completely confidential and free.

Finally, I want to thank you for supporting Operating Engineers Federal Credit Union (OEFCU); our success today is due to the loyalty of our members. We will continue to provide you with the products and services that best suit your needs. Be assured that your money is safe at OEFCU. For additional information, contact us at (800) 877-4444 or visit us online at [oefcu.org](http://oefcu.org).





# Retiree turns 95

## Correia ‘still kicking’ after all these years

By Jamie Johnston, associate editor

Retiree Joe Correia celebrated his 95<sup>th</sup> birthday this summer and is “still kicking; not too high,” he jokes. He’s also still living on his own, driving (his driver license expires in 2010) and dating!



Retiree Joe Correia.

“My doctor said age is just a number.” It’s whether you feel good that matters, he concluded. “My engine runs good; it’s my hearing and eyesight,” he said, after picking roses outside his Sacramento condo.

He also says his memory is starting to slip, but when we caught up with him, he was listing dates, companies he worked for and projects he worked on as if he was dispatched just yesterday, even though he retired 30 years ago.

After joining the union in 1948, Correia’s first job was welding 20-inch pipes for the Oroville Dam. Welding is a trade Correia learned in the shipyards during World War II and did for most of his 28 active years in the union. He worked for Teichert and Sons and on several air bases in California. He worked on the highways through Lake Tahoe and on several jobs in Fresno. Morrison-Knudsen took him to Hawaii for five years, and Bechtel sent him to Libya, where he spent one year as a supervisor for a maintenance crew

on a project consisting of 174 miles of pipeline.

Correia also worked for himself, getting his contractor’s license for excavating, paving, grading and servicing, and had a trencher of his own, which earned him the nickname “Digger Joe.”

Born in 1914 and eventually retiring in 1976, Correia says “I have a happy life.” He’s been married (and widowed) three times, had three daughters and used to play the guitar in a western band when he was in his 20s. His band made it on the radio, said his daughter, Rosie Walker, and earned him yet another nickname: “The yodeling cowboy.”

Correia doesn’t have many secrets to living a long, full life. In fact, while he eats well, he doesn’t like vegetables. Walker said her father was a “meat and potatoes and gravy-type person.”

“I don’t worry too much, I guess,” he said.

Happy birthday, Joe. Here’s to many more!

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NCUA ASI LENDER



**Fringe Benefits**  
By Charlie Warren, director

# How does your hour bank work?

Hour banks allow active members covered under the Operating Engineers Health and Welfare Trust Fund to continue coverage for themselves and their families at no additional cost during the off-season. Members can accumulate coverage up to nine months (12 months for members who established eligibility prior to July 1992).

Once eligibility is established, maintaining your benefits requires 110 hours per month for most contracts. Any hours worked in excess of 110 hours are stored in your hour bank. For months in which you work less than 110 hours, hours are drawn from your hour bank to make up the difference.

The following is an example of how this works in California after initial eligibility is established:

Work Month	Hours Reported	Eligibility Month	Hours Required for Eligibility	Hours Applied/Deducted from Hour Bank	Hour Bank Balance
June	180	August	110	+70	70
July	200	September	110	+90	160
August	20	October	110	-90	70
September	30	November*	110	+30	100
October	150	December	110	+40	140
November	0	January	110	-110	30
December	110	February	110	0	30

\*insufficient hours for November eligibility

If you have any questions about your hour-bank balance, contact the Trust Fund Office at (800) 251-5014 or the Fringe Benefits Service Center at (800) 532-2105.

Hour-bank requirements are different for the Hawaii, Nevada and Utah plans. For information on those plans, please refer to your *Summary Plan Description* book or contact the Fringe Benefits Service Center at the following numbers:

Hawaii: (800) 660-9126  
Nevada: (775) 857-4440  
Utah: (801) 596-2677

## Understanding Medicare

### What happens when I become eligible for Medicare?

Members and spouses covered with the Pensioned Operating Engineers Health and Welfare Trust Fund eligible for Medicare benefits must enroll in parts A and B of the Medicare program. Failure to enroll will result in the plan denying any charges that would have been paid by Medicare, regardless of whether the eligible member or spouse has enrolled in the Medicare program. Once the member or spouse becomes eligible for Medicare, the Pensioned Health and Welfare Trust Fund becomes the secondary payer. This means Medicare will pay on the charges first, and then the Trust Fund will pay the appropriate balance of covered charges.

Members and spouses eligible for Medicare benefits and on the Kaiser Plan must enroll in the Kaiser Senior Advantage Plan if they wish to remain with Kaiser. Once enrolled, all prescriptions must be purchased from Kaiser pharmacies. The American Diversified Pharmacies/RxAmerica Plan is not available to Kaiser Senior Advantage members.

### What if I have Medicare, but my spouse isn't old enough for Medicare?

If a spouse or member is not yet eligible for Medicare benefits, the plan will pay the appropriate portion of the covered expenses. As soon as the spouse or member becomes eligible to enroll for Medicare, they must do so or suffer the reduction in benefits described above.

## IMPORTANT NOTICE:

Emanuel Medical Center in Turlock, Calif. is no longer a participating hospital in the Anthem Blue Cross network effective April 15, 2009.

## RETIREE ASSOCIATION MEETINGS

The Retiree Association Meetings have started. Local 3 officers look forward to joining retirees and their spouses for concise reports, good refreshments and plenty of fellowship. See below for a schedule of these meetings.

**EUREKA**  
Tuesday, Nov. 3 2 p.m.  
Best Western Bayshore Inn  
3500 Broadway

**ANDERSON Meeting and potluck**  
Wednesday, Nov. 4 1:30 p.m.  
Frontier Senior Center  
2081 Frontier Trail

**MARYSVILLE**  
Thursday, Nov. 5 2 p.m.  
Marysville Elks Lodge  
920 D St.

**AUBURN**  
Wednesday, Nov. 18 10 a.m.  
Auburn Recreation Center –  
Lakeside Room  
3770 Richardson Drive

**SACRAMENTO**  
Wednesday, Nov. 18 2 p.m.  
Engineers' Building  
3920 Lennane Drive

**MODESTO**  
Thursday, Nov. 19 10 a.m.  
Tuolumne River Lodge  
2429 River Road

**STOCKTON**  
Thursday, Nov. 19 2 p.m.  
Italian Athletic Club  
3541 Cherryland Drive

**FRESNO**  
Thursday, Nov. 19 2 p.m.  
Cedar Lanes  
3131 N. Cedar





Second-step Apprentice  
Ismael Gutierrez.



Third-step Apprentice  
Allen Robertson.



Fifth-step Apprentice  
Charles Pettigrew.



Fourth-step Apprentice  
Garrett Waddell.



Third-step Apprentice  
Tonya Clark, also at  
right.

## THE APPRENTICE

# Public-works jobs are silver lining

Story and photos by Jamie Johnston, associate editor

Times have been tough, and we've asked you to hang in there, assuring you that things will turn around and the work picture will get better. Well, that time has come – even for apprentices.

About five months ago, District 80 Apprentice Coordinator Jesus “Jesse” Vasquez reported that only about 5-10 percent of apprentices out of Sacramento were working. Today, nearly 80 percent have jobs. It's true that a number of apprentices dropped out of the program, but those who were able to stick it out are now reaping the benefits, as the out-of-work list shrinks from around 100 to about four.

That seems to be the case union wide. According to Director of Apprenticeship at the Rancho Murieta Training Center (RMTC) Tammy Castillo, 592 apprentices are registered in California, and only 92 are on the out-of-work list – that's just 15 percent. Three months ago, 46 percent weren't working.

The answer for many of these apprentices has been the public-works projects that have finally broke ground throughout California. Pursuant to our exemption to Labor Code Section 1777.5, an employer may employ one apprentice when at least one journey-level operator is regularly employed and must employ one apprentice for every five journey-level operators regularly employed. (Private-sector work has a 1:9 ratio.)

“That's good. It's what's keeping me working,” said fourth-step mechanic Apprentice Garrett Waddell.

Waddell joined the union in 2006 because, well, working non-union was never an option.

“I'm third-generation Local 3,” he said. His father, Don, joined in 1980, and his grandfather, Terry, joined in 1954. Waddell also has 11 cousins who are members. Waddell is currently “doing a little bit of everything” for R&L Brosamer on I-80 at Truckee.

“There's a lot of equipment to learn about,”

Waddell said, and Local 3's Apprenticeship Program allows you “to learn more; get experience.”

It was family that got second-step Apprentice Ismael Gutierrez into Local 3 as well.

“It's good. I like it. It's fun,” he said of the work he's doing for Teichert. His favorite piece of equipment to run so far is the loader. “Just the fact that you can move large amounts of dirt – it gives you a sense of empowerment, that you can move so much with so little.”

That's what third-step Apprentice Tonya Clark is currently operating for Teichert.

“I think it's an awesome career opportunity for a woman. Good benefits; good pay. It's the least amount of schooling for the amount of money you're going to make. I like it a lot.” Plus: “I don't like working inside. I like working outside,” she said.

Fifth-step crane Apprentice Charles Pettigrew is out of the Fairfield District, where 82 percent of apprentices are working. He is currently with C.C. Myers on the Bay Bridge project. Foreman Steve Stoud said Pettigrew is a blessing to have on the job and that his heart is really in it. Journeyman Gary Nelson agreed, saying Pettigrew is an asset to the union.

Third-step Apprentice Allen Robertson out of Rohnert Park, where only eight apprentices are on the out-of-work list, was also working recently, taking measurements on a sewer job for Ghilotti Construction.

Utah, Hawaii and Nevada are no different – 78 percent of Hawaii's apprentices are working, Nevada saw a 10 percent increase in the last couple of months with 86 percent working and Utah's dispatch reported 93 percent of apprentices working.

For more information on the apprenticeship program in your area, visit [oe3.org/training](http://oe3.org/training).







**Rancho Murieta Training Center**  
for apprentice to journey-level operators

By Tammy Castillo, director of apprenticeship

Calling experienced blade operators: RMTC is holding 4-M series blade classes from now through Nov. 20. Classes are one-week long. Call the Ranch's Ellen Murdock at (916) 354-2029 to get signed up.

**SRT class a great success**

The first-step apprentice Supplemental Related Training (SRT) class came and went with great success. Fifty-two students were scheduled, and 52 students attended with no course failures. Classes included backhoe, blade, dozer, gradechecking, hydraulics, crane, loader and scraper training. Every apprentice worked hard and did a great job. The class' top



Jon Huffman



Jason Lee Sprosty

four students with the highest grade point averages were Heavy Duty Repair (HDR) Apprentice Clinton Bowman with a 3.36, Construction Equipment Operator (CEO) Apprentice Jon Huffman with a 3.10 in gradechecking and a tie in the crane class between Benjamin Vargas and Jason Lee Sprosty with 3.01. Have a great work season, and see you on the next one.



Clinton Bowman



Benjamin Vargas

**Mechanics Corner**

By Dave Bibby, Heavy Duty Repair (HDR) instructor

**Filters continued**

*This column is a continuation from last month's column titled "Filtering through the madness."*

Canister or cartridge filters are selected by equipment manufactures reviewing the filter's performance ratings.

The Micron Rating indicates the filter's ability to remove contaminants of a certain size. Micron is a linear measurement in the metric system for micrometer (1 millionth of a meter). In the standard measurement system, 1 micron equals 0.000039 inches, with the diameter of the average hair being 70 microns and 40 microns being the lower limit of visibility with the naked eye.

A "10 micron" rating indicates the filter is capable of capturing contaminants as small as 10 microns. The two most popular micron ratings are nominal or absolute. The nominal rating typically means the filter can capture a given percentage of contaminants of a stated size, for example 50 percent at 10 micron. The absolute rating is the smallest contaminant retained by the filter at a 98-plus percent efficiency.

Testing methods originally varied between manufacturers making it possible for identical filters to have different Micron Ratings. Universal testing methods have been adapted through the International Organization for Standardization (ISO), rating a filter on performance criteria such as resistance to flow, collapse strength and capacity/efficiency.

Resistance to flow or pressure differential indicates the pressure drop across the filter or to what extent flow is restricted in the filter. The pressure drop is also referred to as Delta P.

When a filter approaches the level of plugging at a cold start-up or a combination

of both, a pressure increase is seen between the inlet (dirty side) of the filter and the outlet (clean side). This large pressure differential can cause the filter element to rupture or collapse. Collapse strength is the minimum acceptable pressure differential at which a structural failure of the filter element will occur.

Capacity/efficiency of a filter is determined by a multi-pass test where a specified contaminant of a known size is added regularly in measured quantities to a fluid being pumped through the filter media. This test indicates how much of the contaminant the filter will retain and the efficiency of the filter in removing the contaminant. The capacity is usually provided in grams of standardized-test contaminant, and the efficiency is given a Beta Ratio.

The Beta Ratio is used to calculate the filtration efficiency by comparing a known size and quantity of contaminants upstream to the contaminants downstream:

$BX = \text{number of particles upstream} / \text{number of particles downstream}$  (B stands for Beta, X represents the size of contaminant).

For example: If 1,000 contaminants were upstream and 500 contaminants downstream, the Beta Ratio is 2 ( $BX = 1,000/500$ ).

The Beta Ratio can be converted into more meaningful information as a percentage of efficiency at removing the size of contaminant tested. Efficiency is calculated by subtracting 1 from the Beta Ratio, dividing the result by the Beta Ratio and multiplying by 100. For example:  $BX = 2$ , the efficiency is  $(2 - 1) / 2 \times 100 = 50$  percent.

The chart below represents a few Beta Ratios and the corresponding efficiencies:

Beta Ratio	Efficiency
2	50%
10	90%
20	95%
75	98.7%
100	99%
200	99.5%

Beta-Ratio information is stated as B 5/10/20 = 2/20/75. The 5/10/20 represents the size of the contaminant and the 2/20/75 represents the corresponding Beta Ratio. For example, this filter was capable of removing 50 percent of contaminants 5 microns in size (first number in B 5/10/20 = 2/20/75. Referring to the Beta Ratio/ Efficiency chart, 2 = 50 percent) and so on – 90 percent of 10 microns and 98.7 percent of 20 microns in size.

Micron Rating or Beta Ratio is a term used in fluid-filtration performance; air filters have different test procedures. Air-filter life is measured in grams of contaminants fed or in hours of lab life. Air containing a standard dust concentration is passed through an air filter until a predetermined restriction level is reached, the test is stopped and the filter is weighed. The amount of dust held in the filter is considered the capacity or life of the filter. Air-filter efficiency is determined by weight. The total weight of dust fed to a test filter is compared to the weight of dust located downstream of the filter. Air filters have additional considerations because many air-intake systems use pre-cleaners that can remove up to 98 percent of the dust during the tests, so pre-cleaner efficiency must also be evaluated.

The next time you replace a filter, think of the engineering that allowed it to remove fine contaminants.



# Hwy. 49 fire no match for Auburn Placer Disposal crew

## Four members fight massive fire, save facility

Story by Mandy Jessup, managing editor; photos by Cesar Roman, member

Twenty-four-year member Charlie Onthank is trained in trash, namely its collection, recycling and delivery as part of his role as transfer truck and loader operator for the Auburn Placer Disposal Service. So moments after a 343-acre fire blazed through his company's property in north Auburn, destroying 63 homes and sending Gov. Schwarzenegger there to proclaim a state of emergency for Placer County, Onthank did what he knew best: He climbed into the seat of the garbage truck and drove. But this time he wasn't dealing with garbage – he was saving more than 80 jobs at the facility.

On Sunday, Aug. 30, Onthank was bringing garbage from the community into the landfill on Shale Ridge Road, when he noticed flames and smoke coming down the right-hand side of the fence 100 yards away. "One of the trucks was on fire, and the toters were burning," Onthank remembers. He did not hesitate. He had to save as many trucks as he could by moving them away from the fence's flames and getting the burning ones away from the petroleum tanks resting near the facility. If he didn't act fast, the whole facility and its fleet could explode.

"I got into the Cat and pushed the burning truck and the burning toters into a pile and dug a fire line around the transfer trail."

Spurred on by adrenaline, Onthank remembers: "We almost ran over our own pickups with the loader, because we couldn't see through the smoke."



Flames from the 49 Fire engulf a garbage truck Aug. 30.

Onthank's wife, Linda, was also supposed to be on that shift, but in her place that day was two-year member Cesar Delgado, who runs the facility's entrance booth. He worked alongside Onthank to move the trucks, sometimes driving them while they were on fire, away from the approaching flames.

"I knew I had to save the trucks and the business, because this job is our life," said Delgado. He recalled seeing flames 50 feet in the air and watching them through his rear-view mirror while he drove, "but I kept moving," he said.

Member Cesar Roman also assisted in the clean-up and took photos of the disaster.

Though not scheduled for a shift that day, Carlos Robles lives nearby, saw the smoke and thought, "The shop is on fire, and I'm out of work."

Robles somehow got through the road blockade and helped the others by hosing down the trucks with what little water pressure they had, because surrounding fire agencies were focusing on nearby homes.

When he arrived, three trucks had burned, but all he had on his mind was saving what he could, which also meant joining the others in starting the trucks and letting them run for awhile, as the trucks have air brakes that don't release right away.

"This is our life," Robles said. "I came to the lunch room to breathe and wrapped a shirt around my face and went to work ... All the while, we had our personal vehicles parked and running as an exit option in case it got too bad."

But for these four, it never reached that point. These members were able to save the fleet and the facility from the fire's destruction without any injuries.

General Manager John Rowe arrived on the scene after coming from Sacramento, parking his car and running on foot to get to the facility. "Things were in really good shape ... These guys care about each other."

Onthank, who the others call the leader, is humble about his role as hero: "We did what we needed, so the shop wouldn't burn."

Eighty-five employees are thankful for what these men did, because now they still have jobs.

An old saying around the shop is: "If you stay in garbage, you'll always have work." Despite devastating wild fires, apparently this still applies.



From left: Members Cesar Roman, Cesar Delgado, Carlos Robles and Charlie Onthank are the heroes who saved the Auburn Placer Disposal facility and fleet from the 49 Fire.

SOME OF THE 85  
AUBURN PLACER DISPOSAL  
CREWMEMBERS





# HEADING DOWN THE HIGHWAY



# provides jobs for Open in California, Nevada and U



From left: Israel Sandoval-Martinez, Lori Pimentel and Jose Sandoval – Top Grade



James Brown – Q&D Construction



From left: Steve Zimmer, Tom Carson and Chase Waddell – Bartholomew Construction



Ben Gaddis – W.W. Clyde



From left: Levi Atoa and Troy Gardner – Q&D Construction



From left: Nic Boot, Shaun Mortensen and Terry Larsen – W.W. Clyde

On the cover: Roller operators Terry Titus and Ramon Ortiz work for Ghilotti Bros. in Fairfield.



Member Mike Vanvolkinburg, on ground at left, and Paver Operator Zach Hayden work for Coffman Specialties, Inc. on eastbound I-80 from Soda Springs to the Donner Summit rest area.



Gradesetter Mike Delchiaro works for G Construction on the Floriston repaving, the California/Nevada state line.



Member Shaun Mote operates hammer-hoe excavator for Teicher I-80 at Truckee.



Ghilotti Bros.' Screedman Mark Carroll and Paver Operator Robert James work on I-80 near Fairfield.

## DID YOU KNOW?

- I-80 closely follows the Lincoln Highway – the first road across America. Some sections of I-80 actually lie on top of the historic highway.
- About 199 miles of I-80 run through California, 410 miles cut through Nevada (the second longest section) and 196 miles are located in Utah.
- Five of I-80's "control cities," a city posted on a traffic sign to indicate a highway's direction, are places where Local 3 district offices are located – Fairfield and Sacramento (California), Reno and Elko (Nevada) and Salt Lake City (Utah).
- Many of Local 3's Unit 12 Caltrans members have maintained parts of I-80 for more than five decades, specifically in the Sierra Nevada where the roadway suffers from severe weather conditions. Many of our Public Employee members patrol the highway.
- I-80 is an east-west Blue Star Memorial Highway and pays tribute to those in the armed forces.



# Operating Engineers Utah



Paver Operator Brian Braithwaite and Shuttle Buggy Operator Chad Vanpatten pave I-80 in Utah.

RENO

ELKO

SALT LAKE CITY



Rees Co. supplies material to Granite's asphalt plant in Nevada. Members working on the job include, from left: Dozer Operator Emer Henrie, Loader Operator Bronc Porter and Articulated Truck Operator James Hunt.

Story by Jamie Johnston, associate editor

Need a sign that the work picture is improving? I-80's highway marker says it all.

As the interstate gets revamped from the Bay Area to Utah, hundreds of working men and women have been called back to work to repave and update the ailing roadway. Operating Engineers from four districts and three states are involved with all phases of the project, from breaking large rocks into small pieces for asphalt, to ensuring the final roadways are flat and smooth. All along I-80, members can be found operating pavers, texture and cure machines, loaders, dozers, hammer-hoe excavators and rollers. They're setting grade and providing equipment maintenance.

One of the major jobsites in this massive undertaking is located in Fairfield (District 04), where California's first stimulus-funded project broke ground in May. The \$13.5 million Caltrans project was awarded to Top Grade Construction and consists of resurfacing, restoring and rehabilitating a five-mile stretch of the highway from state Route 12 to Putah South Canal in Sonoma County. This section of the interstate is crucial for commuters and truckers moving freight – it's estimated that more than 200,000 motorists use it daily. By the time this section is completed in December, it's expected to employ more than 200 tradespeople, generating 40,000-plus work hours. Ghilotti Brothers is also on I-80, paving 17 miles from American Canyon to Midway in Vacaville. According to Foreman Brandt Maurice, crews are averaging four miles a night, 60 to 65 feet per minute and 2,000 tons per night. They should be done by fall.

Another noteworthy section starts in Colfax, a small town northeast of Sacramento (District 80), and runs to the Nevada state line. More than \$420 million will be spent on this 70-mile section of highway to remove and replace worn roadway, rehabilitate ramps, improve drainage, widen

shoulders and replace metal guardrails at eight specific sites. Work also entails placing Portland Cement Concrete (PCC) and meeting modern-day standards. Companies currently working in this section include Coffman Specialties, Inc., Teichert, Granite and R&L Brosamer, to name a few. Operating Engineers are working day and night shifts to get work done. Weather permitting, construction will take place between March and November each year through 2013. Work at Emigrant Gap in Nevada County is expected to take the longest, as workers repair the surface of 42.75 lane-miles of severely distressed pavement, upgrade median barriers and install cable-net drapery on the westbound slopes.

As I-80 continues into Nevada (District 11), so does the work. Q&D Construction, Rees Co., Sierra Nevada, Granite, Road and Highway Builders and Frehner are among those grading, paving, widening and repairing 72.8 miles of I-80 from the California border to Utah. Subcontractors Nevada Barricade, which is doing guardrail work, PAR Electric, Sierra Commercial Sweeping and Titan Electric also have members working along the interstate. Much of the work will be completed this fall.

Cross into Utah (District 12), and the state's Department of Transportation Innovate 80 campaign consists of seven projects on or near the I-80 corridor. W.W. Clyde is one of our signatories working here and is expected to finish this year. Granite also has a lot of the work on I-80 in Utah, paving and rehabilitating bridges. While work has caused traffic delays, the final results should save residents time and money.

While Local 3's jurisdiction stops in Utah, I-80 continues, stretching 2,902.51 miles from San Francisco to Teaneck, N.J., making it the second longest interstate highway in the United States. It is surpassed only by I-90, which I-80 intersects in Ohio. I-80 also crosses Wyoming, Nebraska, Iowa, Illinois, Indiana and Pennsylvania.

For more photos of the six jobs highlighted here, visit [oe3.org](http://oe3.org), and click on the Engineers News tab. You can find them in the "photo galleries" cue on the left.

# FIELD PERSPECTIVE:

What the members are saying

## What is your favorite piece of equipment to operate and why?



*"Finish scraper. I'm off my feet. I was a gradesetter for 25 years, so anything that gets me off my feet is good, and I think any gradesetter can appreciate that."*

– Jacob Esquer,  
14-year member

*"Grew up on equipment on a farm. I wouldn't say I have a favorite, but I do like gradesetting."*

– Robin Rightmire,  
19-year member



*"Blade – all I do is blade. I never get off of it – they won't let me."*

– Steve Mikkelsen,  
14-year member

*"Crusher – the challenge of keeping everything in spec, it makes the day go by faster."*

– Greg Dippold,  
20-year member



*"Excavator – you get to have different jobs: Load trucks, dig ponds and miscellaneous jobs."*

– Kris Costa,  
seven-year member

*"I really like the challenge of the asphalt plant."*

– Pat Pederson,  
13-year member



# Labor goes green

## Five ways you can too

Want to know more about how you and your family can reduce your household's carbon emissions, save on utility bills and help the environment? Being green used to mean installing expensive solar panels or replacing your whole electrical system, but now there are some surprisingly simple energy-saving techniques that are easier on your wallet.

Did you know that the gaps around the doors and windows of the average American home would add up to a 3-foot square hole in the wall? Caulking and weather-stripping doors and windows is a cheap and easy way to save energy. Visit [UnionPlus.org/Green](http://UnionPlus.org/Green) to learn more about these and other ways to go green without spending too much green.

1. Get up to \$250 through the Union Plus Home Energy Rebate program.
2. Learn how to "go green" – from recycling 10 items you never knew you could, including foam packing peanuts and cell phones, to avoiding pesticides by buying organic foods like apples and potatoes.
3. Get cash back for buying a union-made, energy-efficient car.
4. Get a \$100 rebate for upgrading your home's heating oil system.
5. Find a union Heating, Ventilating and Air Conditioning (HVAC) contractor to complete the work on your home's heating and cooling systems.



*Member Phil Shelby with Feather River Organics, Inc. uses a scarab in the final steps of processing green waste from businesses and residents of Yuba and Sutter counties. The finished product, compost, is then sold as soil amendments. For more photos of this process, visit [oe3.org](http://oe3.org). For more information on the company, visit [featherriverorganics.com](http://featherriverorganics.com).*





# Bay Bridge shutdown utilizes 'supporting' roles

## Cast includes all OE fields

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

How many operators does it take to cut away a football-stadium-sized section of the Bay Bridge and slide a new section in place? Hundreds, if you start at the beginning of the \$6.3 billion retrofit project that began after the Loma Prieta earthquake caused a portion of the bridge to collapse in 1989. This past Labor Day weekend, Operating Engineers from every field participated in the Bay Bridge detour tie-in starting Thursday night, Sept. 3, through Tuesday, Sept. 8 (after crews discovered and repaired a cracked beam, 2 inches thick on an I-bar of the cantilever section).

While the 73-year-old bridge's cast of cranes is the main visual attraction of such a feat, removing a more than 3,300-ton section and replacing it with a section already constructed 150 feet in the air requires many "supporting roles," including excavator, forklift,

bobcat, sweeper and elevator operators along with deckhands, skippers and surveyors. Some operators switch roles when needed, such as five-year member Fortino Larios.

"I usually run an excavator, but today I am on fire watch, watering down brush and wood right under the structure because of the welding sparks above and oiling a crane for C.C. Myers," Larios commented.

Companies on the job include C.C. Myers, Danny's Construction Co., Inc (DCCI), Silverado, Kel Crane, Mammoet, ABF Construction, Halbert Bros., R.E.Y. Engineers, Inc. and others.

The bridge carries 260,000 vehicles a day to and from San Francisco. The tie-in will be used for the next four years while work is finished on the new east span, scheduled to open in 2013.

Apprentice Johnie Brown hoists workers up to the bridge deck during the Labor Day Bay Bridge shutdown.



Howard Schroyer



Ken Hubbard



Bertin Fierros



Photo courtesy of R.E.Y. Engineers, Inc.

From left: Tim Pringle and Jeff Cooke with R.E.Y. Engineers, Inc. monitor the bridge roll-in.



From left: Deckhand Roman Rodriguez and Skipper Doug Gould shuttle people between the jobsite on Yerba Buena Island and Pier 7 in Oakland.



Sept. 4, bridge roll-out

5:57 p.m.



6:16 p.m.



6:34 p.m.



Fortino Larios

From left: Skipper Mike Garrett and Deckhand Matt Morton work long hours operating a ferry shuttle Labor Day weekend.

The more than 3,300-ton section as seen from below at 6:58 p.m. Sept. 4, during the bridge roll-out. For more photos, visit [oe3.org](http://oe3.org).





JOKE OF THE MONTH

The truth about today’s loans

Today’s financing got you confused? This may add some clarity:

A frog goes into a bank and approaches the teller. Her nameplate reads: Patricia Whack.

“Miss Whack, I’d like to get a \$30,000 loan to take a vacation.”

Patty looks at the frog in disbelief and asks his name.

“My name is Kermit Jagger. My dad’s name is Mick Jagger, and it’s OK – he knows the bank manager.”

Patty explains that he will need to secure the loan with some collateral. The frog says, “Sure, I have this,” and produces a tiny porcelain elephant, about an inch tall, bright pink and perfectly formed.

Very confused, Patty explains that she’ll have to consult with the bank manager and disappears into a back office. She finds the manager and says, “There’s a frog named Kermit Jagger out there who claims to know you and wants to borrow \$30,000. He wants to use this as collateral.”

She holds up the tiny pink elephant. “I mean, what in the world is this?”

The bank manager calmly says: “It’s a knickknack, Patty Whack. Give the frog a loan – his old man’s a Rolling Stone!”

QUOTE OF THE MONTH

“Were it not for the labor press, the labor movement would not be what it is today, and anyone who harms a labor paper is a traitor to labor’s cause.”

– Samuel Gompers, American Federation of Labor (AFL) founder

PHOTO OF THE MONTH

Boo!



Halloween came early this year for Tilopa Degelabert. He may be trying to stay warm on the job, but we think it’s a really good costume too.

District 04 political recommendations

After careful consideration and in-depth interviews, the following is a list of Fairfield District 04’s recommended candidates for the upcoming Nov. 3 election. If you have any questions, please contact the district office at (707) 429-5008. And remember: Your vote is your voice.

Benicia City Council .....	Mark Hughes
Benicia City Council .....	Alan Schwartzman
Fairfield Mayor .....	Harry Price
Fairfield City Council .....	Jamie Johnson
Vallejo City Council .....	Johnathan Logan Jr.
Solano County Board of Education .....	Douglas Ford
Benicia Unified School District (USD) .....	Dana Dean
Dixon USD .....	Irina Okhremtchouck
Dixon USD .....	Amy Proctor
Fairfield/Suisun USD .....	David Gaut
Fairfield/Suisun USD .....	Charles Wood
Travis USD .....	Donna Bishop
Travis USD .....	Gary Craig
Vacaville USD .....	Horace “Whit” Whitman
Vallejo USD .....	Adrienne Waterman
Vallejo USD .....	Hazel Wilson

Triple trouble

Operators Barry Morrissey and Chase Williams met while working for Performance Mechanical on the Kaiser Permanente jobsite in Vallejo and quickly became friends through similar interests. When they learned their wives were pregnant and due at about the same time, they began a friendly wager: Whoever had their baby last, would have to buy the other a burrito. They joked that they’d better plan it out just right, because they didn’t want to be gone from the job at the same time.

“Chase Williams and I had been trying to do anything possible to put them [babies] a week apart so I could cover for him, or he could cover for me. Some things you don’t really have control of,” Morrissey said.

As luck would have it, their babies were born on the same day. But even more coincidental than the timing was the birth order: Williams and his wife, Jennifer, had twins, Colton Brandon and Logan James, but Morrissey and his wife, April, welcomed their daughter, Charlotte Mia, in between the births of the twins. On July 21, Colton was born at 9:21 a.m., followed by Charlotte at 1:14 p.m. and then Logan at 1:21 p.m.

All babies, mothers and fathers are healthy and happy, and both operators have since returned to their jobsite.

The question remains: Who buys the burrito?



Member Barry Morrissey and his wife, April, welcomed Charlotte Mia on July 21.



Member Chase Williams and his wife, Jennifer, welcomed twins Colton Brandon and Logan James on July 21.



**FAIRFIELD** | Flood-control project begins in St. Helena

A great tour of service is coming to an end as the Kaiser Hospital in Vallejo reaches completion. Working alongside the many crafts involved in its construction, members **Othello Lewis** and **Lavoriz “Poppy” Vaughn** did a great job for **Sheedy Hoist**. The two elevator operators started on the project in August 2006 and finished their services in August 2009. We would like to congratulate them on a job well done. Surely they will have many more ups (and downs) in the future.

**Argonaut Constructors** is working on the first of a two-phase flood-control project in St. Helena. With the construction of levees, floodwalls and various drains, this work should keep Sulfur Creek and Napa River from flooding, and St. Helena should stay dry through the wet winter months. The first phase of the project will end Dec. 1, and the second phase is scheduled to start sometime in May 2010.

We hope you have a happy Halloween. Be sure to keep all of your little “operators-in-training” safe.

*Apprenticeship Spotlight*

This month we’d like to highlight fourth-step Construction Equipment Operator (CEO) Apprentice **Rafael Rodríguez**, who is currently working for **O.C. Jones** on the Hwy. 101 project. Foreman **Phill Sherwood** called Rodríguez an all-around good hand.





From left: Members **Othello Lewis** and **Lavoriz Vaughn** work for **Sheedy Hoist** on the recently completed **Kaiser Hospital** in Vallejo.



Operator **Jerry Duckworth** works for **Argonaut**.



This Argonaut crew includes, from left: Blade Operator **Ralph Hernandez**, Foreman **Mark Nance**, Scraper Operator **Lee Montenegro**, Blade Operator **Dave Valentine**, Gradesetter **Randy Bryson**, fourth-step Apprentice **Will Mayo**, Gradesetter **Ron Sheldrake**, dozer and Compactor Operator **Aaron Hall**, Dozer Operator **Pat Wright** and Gradesetter **Troy Thompson**.

**HAWAII** | Work includes first overpass on Maui

The job situation in District 17 is still really slow. A lot of members are out of work statewide, but hopefully things will pick up by the end of the year.

**Hawaiian Dredging** is working on the Honoapiilani Highway, a bypass project in Lahaina, Maui that residents of the island have long awaited. The project will relieve the traffic that has plagued the west side of Maui for more than a decade. This will be the first overpass on the island.

Work includes mass excavation, the construction of two two-lane bridges, a waterline, a drain line and the realignment of Honoapiilani Highway.

Our new union Hall is located at 1075 Opakapaka St. in Kapolei. Come down and take a tour. It will eventually be a one-stop hall, as our Credit Union will be joining us soon.



Operators work at the **Healy Tibbits demagnetizing facility** for submarines at **Beckoning Point**, **Waipio Peninsula**. **Ricky Cabral Sr.** and **Ricky Cabral Jr.** work a 24-hour shift on the crane on the left, while **Harry DeMello** operates the barge crane on the right.



**D9 Dozer Operator Justin Johansen** cuts the slope at **Aliamanu Crater** for **Delta Construction**.



From left: Operators **Paul Snedicore**, **Awakea Artates**, **Keoki Lindsey**, **Tommy Baclig**, **Donald Poepoe Sr.**, **Shaun Takahashi** and **Edward “Baker” Miguel** (standing on equipment) work in Maui.



**ROHNERT PARK | Highway work provides jobs in District 10**

Work continues in high gear on Hwy. 101 through Sonoma County. **O.C. Jones** continues to pave, and **R.M. Harris** is working on the bridges between Santa Rosa and Windsor. This project adds an eight-mile High Occupancy Vehicle (HOV) lane that will substantially ease the morning and evening commutes. **Ghilotti Brothers** is working at the Wilfred Avenue interchange in Rohnert Park, which includes a new overpass at Wilfred Avenue, elevation changes to the highway and HOV lanes between Santa Rosa Avenue and the Rohnert Park Expressway. Caltrans was supposed to bid on the Hwy. 101 widening project between the Rohnert Park Expressway and Pepper Road in Petaluma, which has an engineers' estimate of \$77 million, but the project was put on hold because of budget issues.

Work also continues in other areas of District 10. **Team Ghilotti** is installing traffic turnouts on Hwy. 20 in Lake and Mendocino counties and was the low bidder on the city of Santa Rosa 2009 stimulus Asphalt Concrete (AC) overlay project valued at \$2.6 million.

**Ghilotti Construction** is ready for the overlay portion of its widening project between Trinity Road and Arnold Drive on Hwy. 12 in Glen Ellen and will pave Hwy. 12 near Oakmont.

**Northbay Construction** is working for the city of Santa Rosa on 7<sup>th</sup> Street, reconstructing city sewer lines and installing new sewer lines in the historic McDonald Avenue neighborhood. The company also has a major slide repair on River Road near

Hacienda for Sonoma County. **Argonaut Construction** is working on the Hwy. 20 widening in Lake County just north of Nice and has a storm drain project in Upper Lake. **Piazza Construction** is finishing work at Santa Rosa Junior College. Sonoma County bid \$6.5 million on bridge-replacement work in Alexander Valley.



Members Mike Ryker Jr. and Tom Montgomery work for Oak Grove Construction.



Members Joe Domenchelli and Gary Gipson work for Oak Grove Construction.

**BURLINGAME | Terminal project will be all union work**

The public, contractors and Local 3 members benefit when we get things done together in the political arena. Yet another example of political action translating into jobs is Measure A, the \$1 billion bond measure Local 3 supported last November in San Francisco. Among all the presidential election hype, Local 3 and the other trades kept their eyes on the ball and made sure work was in the pipeline. As a result, we will be seeing some major work with **Webcor** in the next few years. **Webcor** was awarded an \$887 million contract for San Francisco's General Hospital and will rebuild the 448,000-square-foot facility. According to **Webcor's** Web site, the San Francisco General Hospital will have 284 beds and 14 operating rooms and will provide the only level-1 trauma care in the city. The building's steel frame structure will have two levels below grade and eight levels above grade including a mechanical penthouse.

More good news: The \$4.1 billion Transbay Terminal is moving forward. It is envisioned to be the Grand Central Station of the West Coast located in downtown San Francisco. It will be a multi-faceted train/transit depot that will serve as the hub of modern train and public transportation. The Transbay Terminal will bring many agencies and companies together under one magnificent structure that will transform downtown San Francisco's economy. One location will fuse the High Speed Rail, CalTrain, BART, MUNI, AC Transit, SamTrans, Golden Gate Transit

and bus companies like Greyhound in one location. The project will be a source of work for a long time. In addition to this project, Local 3 is in full-support of BART's proposal to build another transbay tube that would connect to the new Transbay Terminal. Even better news: The whole project will be union! It looks as if Joint-Venture (JV) **Webcor/Obiashi** will be the general contractor onsite, as it was the low bidder on the first phase on the project at \$400 million. Additionally, a temporary terminal is being built by **McGuire and Hester** with **Phoenix Electric** doing much of the utilities. The contract is worth \$18 million and should be completed within the year. The temporary terminal will allow the complete demolition and renovation of the existing terminal. Hats off to the top-notch Local 3 members whose professional, quality work can be seen on Hwy. 101 in San Mateo, which is nearing completion. This job consisted of several signatory contractors including **DeSilva Gates**, **R&L Brosamer** and **Kiewit**. The project is on schedule to be completed by year's end. The College of San Mateo has been keeping members employed by **Top Grade** – it's nice to see a crew working there. The Project Labor Agreement (PLA) signed by landscape contractor **Park West** has been keeping operator **James Murphy** busy for quite some time now. The construction of the new building at Sequoia Hospital in Redwood City is

well underway. The new parking structure was completed early this summer and will relieve congestion that has plagued the patients and hospital staff for years. **Top Grade** and **McGuire and Hester** are the main contractors. **Kiewit Pacific** at Devil's Slide in Pacifica is on schedule. The boring of the south and northbound tunnels is more than halfway complete. This a very dirty, dangerous job with three shifts – a site to see. With a price tag of just under \$250 million, this is and has been a blessing for our membership for the past 26 months. The **Shank/Balfour Beatty** job at Crystal Springs Bypass is also well underway. With the assembly of the tunnel-bore machine completed, drilling is halfway complete. Second-step Apprentice **Simon Streeter** is enjoying the rewarding feeling of working. He is oiling and operating a 200-ton crane with the help of our journey-level operators. Good job out there, Simon. The new Costco in Redwood City has had its trials and tribulations. Local 3 was forced to picket and send a strong message to the wholesaler that our covered work is not taken lightly. All members for **Pacific Underground Construction** and **J.J. Albanese** refused to cross the line. With the help of the Laborers Local Union of San Mateo County, they followed suit per our request. Thank you to everyone for the stand made in these hard times. A special thanks also goes to the members who showed up and walked the line with us on July 24. District 01 would like to give a warm welcome to our new dispatcher, **Joe Siegfried**.



## UTAH | Get prepared for pipeline project starting next spring

Work is steady and keeping our members busy, but fall is upon us. **Kiewit/Clyde** has a paving crew working, although problems with a bridge design put the job a little behind schedule. Additional crews were added to get it back on track.

**Granite/Kiewit/Clyde** picked up a \$500 million job on the Mountain View Corridor.

Bids for the I-15 core job in Utah County must be received in November, and the Utah Department of Transportation (UDOT) will award the job in December with a spring 2010 start date.

**U.S. Pipeline** is working in a fabrication yard in Tooele to get valves and fittings ready for the Ruby Pipeline that will start around May 2010. **PeBen** will be racking pipe on this project. If you haven't received your Operator Qualification (OQ) training, visit your apprenticeship office and set up a time to take the training, so you are ready for the pipeline work next year.

**Granite/Wadsworth** picked up a job on the Dixie Exchange in St. George, which is expected to start this winter. **Granite** is finishing work on the Monticello job, the paving work in Fillmore, I-84 and Ioka and other projects throughout the state.

**W.W. Clyde** completed its I-80 paving job and White River job.

The company is now moving dirt on the Tucker job.

**DC Transport & Excavating** is finishing the Myton and Duchesne job. **JB Gordon** is working on Center Street in Heber. **Geneva Rock** is getting close on Redwood Road/10400 South, and crews are working hard on other projects the company picked up this summer.

**Ames** has a pipeline job in Spanish Fork that should begin soon. The 11400 South job is keeping crews busy, and the Emma Park job is close to completion.

Hats off to all the members working hard this year, helping companies get their jobs done ahead of time and under budget. Keep up the good work.

If you get laid-off, go to the training center and get the training you need to become a more versatile operator.

Please note the following upcoming dates for Certification of Crane Operators (CCO) training:

CCO written exam study dates: Dec. 5 and Dec. 12, 8 a.m. to 4 p.m.

CCO written exam: Dec 13, 8 a.m.

## NEVADA | District signs 14 new contracts

With the season winding down and Old Man Winter on his way, the work in Northern Nevada seems to have returned to the days of old. With a large majority of work out of the Reno area, many members are working out of town.

I-80 has work throughout the state, with **Granite Construction** getting a large share. **Q&D Construction**, **Frehner Construction** and **Sierra Nevada Construction** are also working on I-80 east of Reno. **Sierra Nevada Construction** is working on the east I-80 McCarran to Vista rehabilitation. (For more on I-80 work union-wide, read this month's cover story.)

**Q&D Construction** bid on a couple of jobs late this season that will hopefully keep some operators busy, including the West McCarran widening and Vista Boulevard widening.

**Sierra Nevada Construction** continues work on a water line and water tank in Eureka, Nev. **MKD Construction** is also doing work in Eureka, Nev. on a water line and was the low bidder on the Eureka Airport.

Work in the Elko area has been steady. **Frehner Construction** is finishing the Argenta job on I-80 and started work on state Route 305, state Route 93 near Contact and state Route 766 near Carlin. **Valentine Surfacing** is milling for **Frehner** on Hwy. 305 and I-80 near Valmy. **Q&D Construction** is finishing work on schools in Elko County and is the low bidder on the Southside Park basketball courts. **Q&D Construction** also picked up a sewer line for Elko High School and is working on a project at Great Basin College.

**Canyon Construction** is working at the Elko City sewer plant and at Newmont Mine and was the low bidder on the city of Elko's 12<sup>th</sup> Street sidewalks. **N.A. Degerstrom, Inc.** continues work at Hycroft Mine and will start running again at Rossi Mine in November. **Ames Construction** continues work on the road project at Cortez Mine.

**Coughlin Company** signed with Local 3 in July. The company has been working for **Frehner** on state Route 766 and for **Sierra Nevada Construction** at Crescent Valley. Welcome aboard!

District 11 would like to thank all the members who continue to call on non-signatory contractors. As a result of our staff and membership's commitment to organizing, *District 11 signed 14 new contracts* in the first half of 2009. The efforts clearly show we're committed to strengthening our union. If you have any questions or leads, please don't hesitate to call a business agent or our District office at (775) 857-4440 or (800) 922-6100.

On another note, a new Nevada state law requires all construction workers to have a minimum of 10 hours of OSHA training. This 10-hour class is provided to our members through the Northern Nevada Apprenticeship. Classes are scheduled for the second Tuesday, Wednesday and Thursday of each month and on the second and third Saturday of each month.

For more information, call the Hall at the numbers above or the Northern Nevada Apprenticeship office at (775) 575-2729.

Remember, Newmont membership meeting night is the first Wednesday of the month at 6:30 p.m., and the construction members' meeting is the second Wednesday of the month at 6 p.m.

News from one of our members:

It takes dedication, hard work and persistence to become a national champion. Just ask Fallon native **Marisa Julian**. She's lived it. The National High School Rodeo Finals were held in Farmington, N.M. July 18-25, where the top four state finalists from the United States, Canada and Australia competed for the top prize. Competing against 140 girls, Julian and her 14-year-old mare, Miss N Dippety (Shelby for short), finished in a three-way tie. Julian became the first girl from Nevada to ever win the Cutting Horse competition. She is the daughter of OE3 member **Ken Julian** and **Patty Julian**.

Also, Marisa was the co-valedictorian of the Churchill County High School graduating class of 2009. She plans to continue competing in rodeos while she attends the University of New Mexico in Las Cruces, where she is registered in the engineering program.



Oiler Travis Enniss.

Crane Operator Leonard Massie.

Bragg Crane uses a 300-ton Linkbelt with 310 feet of boom to place a brass statue of a Pony Express rider in the middle of Legends Mall.

### Apprenticeship Spotlight

This month we'd like to highlight third-step Apprentice Gary Hauser, a Heavy Duty Repair (HDR) mechanic with Q&D Construction.



**STOCKTON** | Top Grade has several projects in District 30

**Top Grade Construction** continues to get its share of work in the valley. Currently, the company is working on a 500,000-square-foot warehouse at the Tracy Defense Depot. **W.C. Maloney** did the demolition on the old warehouse, and **Top Grade** used its scrapers to move 75,000 yards of material and its excavators to move another 15,000 yards. About 30,000 yards of select import will be placed on the site before building.

**Top Grade** is also finishing at Kimball High School in Tracy, where crews graded and paved the new campus. Soon, the company will be doing the California Street Reconstruct, grading, paving, sidewalks and gutters, Robert Cabral Ace Station in Stockton (\$2 million) and Hwy. 4 widening from Bacon Island Road to the San Joaquin River (\$4.8 million). The company also has jobs in Sacramento's District 80.

**Top Grade** is one of several signatory contractors trying to keep our members busy through this tough economy.



*Top Grade Construction's paving crew working at Kimball High School in Tracy includes, from left: Hans Schmidig, Manny Costa, Dave Mendez, Tony Iglesias, Mike Martin, Jose Vargas Sr. and Jose Vargas Jr.*

Jobs that are breaking in the area and will start before the end of the year include: The Grantline Road Reconstruct in Tracy with **DeSilva Gates**; the Austin Road water main in Manteca with **Knife River**; and the Arra roadway rehab in Manteca with **George Reed**. Many other paving jobs are also happening in District 30.

Remember to stay current on the out-of-work list. It only takes a phone call to renew your registration. Also, on Nov. 19, we have a district meeting at 7 p.m. at the Italian Athletic Club, 3541 Cherry Land Drive in Stockton.

The District 30 staff offers our condolences to the Simas family, the Lichliter family and the Geigle family. Fifty-four-year member **Manuel Simas** passed away July 10; 27-year Unit 12 Caltrans member **Donald Lichliter** passed away on July 23; and 15-year member **Richard Geigle** passed away on July 24. Our thoughts and prayers are with these families. These brothers will be missed by many.



*This Top Grade Construction crew working at the Tracy Defense Depot includes, front row, from left: Brandon Petersen, JoAnn Thomas and Rick Elsea. Back row, from left: Dustin Knott, Pat Cook, Dale Batye, Teamster Stan Brannon, Chris Jones, Garrick Fichtner, Don Green, Kurt Theodore and Matt Theodore.*

**YUBA CITY** | Stimulus money puts District 60 members to work

This year, we searched 74 projects listed on McGraw Hill and Valley Contractors Exchange in District 60's seven counties (Butte, Colusa, Glen, Plumas, Sierra, Sutter and Yuba). They ranged from \$750,000 to several million dollars and together were valued at more than \$295 million. The following is a breakdown of those projects:

Schools and public buildings totaled \$89 million, and nearly all of them were awarded by lease-leaseback or other backdoor tactics by large design-build contractors. In June, the Grand Jury said two construction companies with ties to Marysville Joint Unified School District employees were awarded \$40 million worth of contracts in no-bid arrangements subject to "favoritism or abuse." The report also said that the majority of the large projects are awarded to a select few contractors located outside Yuba and Sutter counties, including BRCO Construction in Loomis and Roebbelen in El Dorado Hills, and that most lease-leaseback projects are approved without significant public comment or question. With that said, our local community college district has \$80 million to spend in 2010. Check your local community calendars for public meetings, and if you can, be there to ask questions of your local leaders.

Caltrans bridge and roadwork and major



*Unit 12 member John Miller.*

publicly funded construction projects competitively bid totaled \$141 million. Of this \$141 million, union companies were the apparent low bidder about 75 percent of the time.

The remaining \$65 million consisted of private work, such as churches and retail centers or Wal-marts in Chico, where the city charter has done away with state prevailing wage.

Other public- and private-works jobs will bid this year with start dates in 2010 thanks to Federal Stimulus money.

Our union's collective action on local issues and political support for those with an interest in the working people of District 60 is more important now than ever before. We will continue to lose work to lease-leasebacks at local levels and fights at both the state and federal level if we don't act with solidarity to make our interests known.

Our work picture is slowly improving and should continue to do so in 2010. There are many upcoming projects that will provide jobs for District 60 members. They are in pre-design stages, and we will keep you informed as more information becomes available. For current updates, check out the job board at the Yuba City Hall at 468 Century Park Drive. Someone is here every Wednesday until 8 p.m.

Thank you for supporting all the officers in our recent internal election and, on a local level, for supporting District 60 Executive Board member **Luther Slack**.



*Frank Sanseverino recently became a journey-level operator.*



## REDDING | Bridge work continues

As we approach winter in District 70, work typically slows down, but this year proves to be a better year than anticipated.

All the bridge jobs in the area – Thomes Creek, North Street with **Shasta Constructors**, Hwy. 44 Redding Downtown with **Golden State Bridge** and Cypress Street with **Kiewit Pacific** – are still underway and keeping subcontractors **Tullis Inc.** and **J.F. Shea** busy. **Tutor-Saliba Corp.** has the I-5 Antlers Bridge project, with **Sierra Equipment Rental** and **C.C.**

**Myers** performing subcontractor work. **Maxim Crane** is doing the hoisting on the PG&E Pit No. 3 job in Burney, **Steve Manning Construction** is working on the Hyampom Road, Wildwood and Susanville jobs and **C.C. Myers** is working steady on I-5 in Red Bluff with bridge-deck maintenance. **Cox & Cox** and **Tullis Inc.** have several jobs in District 70.

**Shimmick Construction** is working on a restoration project at the Coleman Fish Hatchery in Anderson that will improve water flow and water quality.

District 70 also has several jobs that will provide upcoming work in the area, including the Red Bluff Diversion Dam and the Wildcat Dam removal job on Battle Creek.

Dispatch numbers look good for 2009, as they remain close to last year's numbers. Please stay current on your dispatches and registration on the out-of-work list. Also, remember to check the status of any licenses or certifications you possess and make sure you keep them current, ie: Forklift, Hazmat and Class C licenses.



From left: Mechanic Dan "Hippy" Phelps and Crane Operator J. Huerta work for Shimmick Construction.



Shimmick Construction continues work at the Coleman Fish Hatchery in Anderson.

## FRESNO | W. Jaxon Baker crew paves Hwy. 99

A weekly update of current and upcoming projects in the area, "Where's the work?" has been well received. Several members have supplied their e-mail addresses and requested the information electronically, allowing them to get the list quicker than if they visited the office in person. If you would like to have a list of current and upcoming projects, contact the Hall at (559) 229-4083.

Two large projects that we have been closely following recently went to bid: Congratulations to **Flatiron West**, which was awarded the Hwy. 198 project at \$45 million, and to **Teichert Construction**, the low bidder on the Hwy. 180 east project at \$35 million. These projects could begin this month.

Another anticipated project was the bridge replacement at V Street and Black Rascal Bridge in Merced. This job bid on Sept. 2 and was estimated at more than \$30 million.

With this news, we will now have more members dispatched off the list and through five- and 10-year letters. Any member who has been dispatched and worked for a signatory contractor in the last five years is eligible for a five-year letter. Any member who has 10 years with Local 3 and has been available for work is eligible for a 10-year letter. If you are not certain which letter you may qualify for, feel free to contact the Hall at the number listed above.

Returning to the jobsite brings up another important issue: Safety. A safe workplace is a productive workplace. We want our members to go to work and perform in a safe manner so they can return home at the end of the day. If at any time you are asked

to do a job that is unsafe, discuss the situation with the foreman. The contractors want a safe workplace as well, and sometimes it just takes communication between the operator and foreman to turn a dangerous situation into a safe, productive site. If an unsafe situation continues, please contact your business representative

as soon as possible. Do not sacrifice safety for a paycheck.

Members working on two projects near Hwy. 99 think about safety every day. **W. Jaxon Baker** continues paving Hwy. 99 between the San Joaquin River and Avenue 7, and **Bay Cities Paving** is on the freeway alignment project between Atwater and Livingston.

Several members and employees of **Affinia Group**, formerly known as **Brake Parts**

**Inc.**, have returned to work after a three-to-four-month layoff. **Affinia Group** is a Local 3 shop in Chowchilla that employs about 130 members who rebuild and assemble various brake parts, including disc-brake pads and calipers.



This W. Jaxon Baker crew includes, from left: Bill Mueller, Will Bonham, David Jimenez, Henry Heitman, Mario Ochoa, Martin Ferrer, John Waterbury and Heavy Duty Repair (HDR) Mechanic Jeff Grissom (inset).



### District 50 says goodbye to loyal member

Our condolences are extended to the friends and family of Brother **Richard Barajas**, who passed away on Aug. 13, 2009. He was initiated into Local 3 in 1990, was employed by **Affinia Group** for 19 years and served on the Safety Committee – he always wanted to protect his fellow workers. Richard was a loyal member and had the Local 3 logo displayed at his services. He will be dearly missed by all.



SACRAMENTO | Several projects on the horizon

Though work is slow in the Sacramento District, it doesn't seem that way when traveling through it.

Public-works projects are starting, bidding and being designed regularly. **Teichert Construction** was awarded paving projects throughout the district and is now diving into a new type of paving called Bonded Wearing Course paving, which is three-fourths the height of a quarter. **Teichert** also has the Sierra College Boulevard widening, High Occupancy Vehicle (HOV) lanes on I-80 in Roseville and the I-80 reconstruction projects near Truckee, among others. (For more information on the I-80 reconstruction projects, read this month's cover story.)

**Angelo Utilities** and **Teichert Construction** (Woodland) developed the \$7.5 million Davis West Village project.

**Syblon Reid** increased its work load with the \$5.8 million 72-inch raw-water bypass-pipeline in Granite Bay, the \$7.9 million Folsom Lake raw-water station-expansion project and the first phase of the \$8 million tank and booster-pump station at the Sacramento Metro Air Park.

**FCI** currently has the Joint-Venture (JV) with **DeSilva Gates** on the Lincoln Bypass (Hwy. 65), Hazel Avenue improvement and newly awarded HOV lane on I-80 east from Roseville to Rocklin.

**DeSilva Gates** is finishing the Hwy. 50 HOV lane from the causeway to Watt Avenue.

**Argonaut Construction** is working on the cloverleaf and bridge widening on Harbor Boulevard in West Sacramento.

**Independent Construction** landed Phase 1B of the Sacramento Levee project at \$20 million.

As we receive reports for upcoming work, we see many large projects in the design stages for the Sacramento District. We will keep you updated on the following projects:

- \* Yolo County Courthouse, \$170 million
- \* College Square Village, \$106.6 million
- \* Cal Expo NBA Sports Arena, \$1.9 billion
- \* Cosumnes River Boulevard to I-5 extension/interchange, \$90 million
- \* Ophir Water Treatment Plant, \$80 million
- \* Sacramento River Diversion, \$442 million
- \* Sacramento Housing and Redevelopment Agency, \$5 billion
- \* South Sacramento Corridor Phase 2, \$270 million

These design-stage projects total \$7 billion, and we hope to see them at the bidding stage soon.

The Sacramento rail yards also have projects in the planning stages, including those for condominiums, retail buildings, historic restorations, loft apartments, central shops, townhomes and street extensions. These projects are valued at \$117 million.

Please stay tuned for information regarding the light rail project from downtown to the airport.

Remember, keep your skills sharp. Take advantage of the journey-level upgrade training at the Rancho Murieta Training Center (RMTTC). As we all hope things pick up, please stay in touch with the district and your business agent for any new, upcoming projects.

MORGAN HILL | Member wins longtime dispute

The work picture in District 90 has been improving. We have members who have been called back to companies and a few off-list orders for Hazmat-certified operators. If you're on the out-of-work list, be sure you know when your registration expires and that all of your contact information is current. Please be advised, if you return to work, you need to get properly dispatched from your employer.

We are pleased to see **J.J. Albanese** as the general contractor for the city of San Jose on the Watson Park project. This project consists of demolition, site-prep work, grading, paving and other various improvements, including basketball courts, walking paths, restrooms, open-turf fields, lighted soccer fields and a dog park. Work will include moving 30,000 cubic yards of materials onsite with 107,000 cubic yards of clean fill. During peak operations, the company should have 14 operators onsite. The \$5 million project is scheduled for completion in fall 2010. Underground utility contractor **Preston Pipelines** will provide 15,000 linear feet of pipe. Foreman **Tom Trethewey**, operator

and District 10 Executive Board member **James Spain** and operators **Roman Lawson**, **Ramon Aguelera** and **Pete Landeros** are working on site.

The **Cemex** San Jose concrete plant re-started and will make a 10,000-plus-yard pour. The **Graniterock** Berryessa hot plant is scheduled to re-open. **Granite Construction's** hot plants in San Jose and Santa Clara are going strong.

OE3-represented member **Frank Umiamaka** recently won a longtime dispute. Umiamaka and his family struggled through an unjust termination and are happy the situation has come to a positive end. Umiamaka has returned to work with full back-pay and benefits.

**Duran & Venables** and **Calhoun Bros.** have been busy finishing school projects for the start of the 2009-2010 school year. **Calhoun Bros.** is also working on finish-paving at the Happy Hollow project in San Jose.



Frank Umiamaka



Performing work for Preston Pipelines includes onsite Foreman Tom Trethewey and operators James Spain, Roman Lawson and Ramon Aguelera.



This J.J. Albanese crew includes, front row, from left: Juan Tafoya, Octavio Rangel, Apprentice Travis Ulrich and Steven Villareal. Back row, from left: Superintendent Ernie Rios Jr., Chris Palmer, David Newson, Augustine Ramirez, Marcus Allen Stewart, Joe Mendoza, Gustavo Vargas and Abraham Magana.



From the  
**DISPATCHER'S DESK**

Hawaii Dispatcher Arley Nozawa realizes work is slow right now, and encourages District 17 members to utilize their time off at the Joint Apprenticeship Committee (JAC) training site.

To see what is available, call (808) 232-2001. Hawaii's journey-level classes include gradechecking, operating equipment, driving, Hazmat and first aid.

"I have heard a lot of members say that the drive is too far, but you know, it is your future as an operator. You want to be the best there is. I even had a large contractor tell me that they didn't want to lay-off this one particular journey-level operator (he was one of our apprentices) because he can operate everything, but they are forced to because of lack of work.

"I have been getting a lot of phone calls from members and non-members from the mainland regarding work on Guam. It is still too early yet." See Treasurer William Kalani Mahoe's article this month for more details.

**Bitten by the union bug**

You may have never noticed it, but it's very significant to labor – the union label or "bug" that appears in *Engineers News* on the table of contents page and on all the printed material that the union distributes.

What does it mean?  
Printers have used the bug to designate union labor since the late 1890s. According to an article in *Progressive Librarian Journal*, the bug has several uses:

- 1. It protects against anti- or non-union shops that might otherwise profess union working conditions
- 2. It can be part of a public-relations campaign to induce customers to buy union-made
- 3. It is a sign of good workmanship and quality standards
- 4. It is a badge of union prestige to attract new members
- 5. It is a warning against trespass by competitive unions

We use the Allied Printing Trades bug.



According to the article mentioned above, the bug "signifies that all aspects of the work, from typesetting to finishing, were performed by union labor."

The lower arc contains the geographic region coupled with the shop number permanently assigned when the shop is organized.

Our own printing press, housed in the Sacramento office, prints literature for Local 3 and affiliates such as the Trust Funds, the Operating Engineers Federal Credit Union (OEFCU) and the Rancho Murieta Training Center (RMTTC). Engineers Publishing also prints materials for outside clients. We also proudly use the bug. Check out your materials, and see if they are printed by a union shop. The bug tells all.

**Certification of Election Results from  
Miller, Kaplan, Arase & Co., LLP**

The nationally known accounting firm of Miller, Kaplan, Arase & Co., LLP conducted the election. Its report, in part, contained the following:

We have monitored the tabulation of the ballots cast by members of the Operating Engineers Local Union No. 3 in the Sept. 1, 2009 election of Officers and District Executive Board Members. The procedures we followed in connection with the mailing, receipt and counting of the ballots were in accordance with the applicable provisions of Article XII, Section 3 of the Bylaws of the

Operating Engineers Local Union No. 3.

Pursuant to Article XII, Section 7 of the Local Union Bylaws, Recording-Corresponding Secretary Jim Sullivan cast one ballot for each unopposed candidate in the election of Officers and District Executive Board Members.

The total number of ballots received, ballots challenged and ballots determined to be invalid for any reason are indicated in our report and, in our opinion, accurately present the results of the election based on the ballots received.

**ELECTION RESULTS OF  
OFFICERS AND EXECUTIVE BOARD MEMBERS**

*Unopposed Candidates*

**Officers**

Business Manager  
President  
Vice President  
Recording-Corresponding Secretary  
Financial Secretary  
Treasurer  
Trustee  
Trustee  
Trustee  
Auditor  
Auditor  
Auditor  
Conductor  
Guard

Russell E. Burns  
Fred Herschbach  
Carl Goff  
James K. Sullivan  
Dan Reding  
William "Kalani" Mahoe  
Justin Diston  
Steve Harris  
Ken Oku  
Mark Burton  
Don Dietrich  
Pete Figueiredo  
Kris Morgan  
Steve Ingersoll

**Executive Board Members**

District 01	Brad Parres
District 04	Tim Lassiter
District 10	James Spain
District 11	Dylan Gallagher
District 20	Andrew M. Lagosh
District 30	Dennis Dorton
District 40	Michael J. Johnson
District 50	Ronald "Gus" McClain
District 60	Luther Slack
District 70	Stan Green
District 80	James Graham
District 90	Michael R. Sierra

**Candidate**                      **Votes**

Executive Board Member – District 12	
Glenn Smith	263
Gordon Purcell	65

**Executive Board Member – District 17**

Michael Brandt	583
Patrick Santos	151

Note: There were a total of 183 ballots that did not have a signature, therefore they were not counted. Eighty-three came from Utah District 12, and 100 came from Hawaii District 17.

DISTRICT MEETINGS
All meetings convene at 7 p.m.

NOVEMBER 2009

- 3rd District 40: Eureka
Best Western Bayshore Inn
3500 Broadway
- 4th District 70: Redding
Operating Engineers' Building
20308 Engineers Lane
- 5th District 60: Marysville
125 B St.
- 18th District 10: Lakeport
Lake County Fairgrounds
401 Martin St.
- 18th District 80: Sacramento
Operating Engineers' Building
3920 Lennane Drive
- 19th District 30: Stockton
Italian Athletic Club
3541 Cherry Land Drive
- 19th District 50: Clovis
Veterans' Memorial Building
453 Hughes Ave.
- 30th District 17: Honolulu
Kalakaua Intermediate
School Cafeteria
821 Kalihi St.

DECEMBER 2009

- 1st District 17: Maui
Maui Beach Hotel
170 Kaahumanu Ave.
- 2nd District 17: Hilo
Hilo ILWU Hall
100 W. Lanikaula St.
- 3rd District 17: Kona
King Kamehameha Kona Beach Hotel
75-5660 Palani Road
- 4th District 17: Kauai
Hilton Kauai Beach Resort
4331 Kauai Beach Drive
- 8th District 04: Suisun City
Veterans' Memorial Building
427 Main St.
- 8th District 20: Concord
Concord Centre
5298 Clayton Road
- 9th District 11: Reno
Engineers' Building
1290 Corporate Blvd.
- 9th District 90: Morgan Hill
Operating Engineers' Building
325 Digital Drive
- 10th District 01: Novato
Inn Marin
250 Entrada Drive
- 10th District 12: Salt Lake City
IBEW Local 354
3400 W. 2100 St.

Coming soon: Retiree Post



Retiree Ken Green

Fifty-plus-year member Ken Green is famous for his ability to put on a mean barbecue. He also holds many titles, including District 70's Election Committee member and retiree chairman as well as Bylaws Committee member. One could easily say Green knows union, which is why he approached Engineers News with the idea of a section for retirees to share their ideas, social functions and perspectives. Look for this section coming soon: Retiree Post. We are also inviting retirees' spouses to share. Do you have an event coming up, recipes you'd like to share or good news worth repeating? Contact Engineers News at (916) 993-2047, ext. 2505, mail us your suggestions with your photo at 3920 Lennane Drive, Sacramento, CA 95834 or e-mail us at mjessup@oe3.org.

Honorary Membership

The following retirees have 35 or more years of membership in Local 3 as of August and are eligible for Honorary Membership effective Oct. 1, 2009.

Lionel Borges	1584381	District 17: Hawaii
Oscar Godfrey	1328155	District 20: Oakland
Charles Hasebe	1136592	District 17: Hawaii
Roy L. Hussey	1606634	District 17: Hawaii
Fred K. Kanoho	1606640	District 17: Hawaii
Donald Mendes	1296083	District 30: Stockton
Norman Morrell Jr.	1620457	District 20: Oakland
Phillip Quintanar	1562941	District 90: Morgan Hill
Sterlin Witherspoon	1535361	District 50: Fresno

Operating Engineers Community Service Fund

Cash Analysis as of July 31, 2009

Regular Checking	\$12,449.18
Savings	\$12.11
Money Market	\$202,311.88
Aid to Distressed Workers' Checking	\$4,912.80
Northern Nevada Charity Checking	\$6,739.18
Total cash on hand as of July 31, 2009	\$226,425.15

Investment Analysis as of July 31, 2009

Total invested as of July 31, 2009	N/A
Total Fund Assets	\$226,425.15

Operating Engineers Scholarship Foundation

Cash Analysis as of July 31, 2009

Regular Checking	\$2,018.40
Savings	\$5.00
Money Market	\$164,342.33
Certificate of Deposit	\$51,810.63
Total cash on hand as of July 31, 2009	\$218,176.36

Investment Analysis as of July 31, 2009

Smith Barney Investment Account	\$481,922.20
Total invested as of July 31, 2009	\$481,922.20
Total Fund Assets	\$700,098.56



DEPARTED  
MEMBERS

Admire, Neil  
Olivehurst, CA  
District 60  
05-18-09

Ahnee, Milton Sr.  
Hilo, HI  
District 17  
06-12-09

Alexander, Derrick  
Makawao, HI  
District 17  
06-14-09

Beaugez, Norman  
Spring Creek, NV  
District 11  
05-31-09

Bryce, Alex Sr.  
Wheatland, CA  
District 60  
06-12-09

Busby, Larry  
Casa Grande, AZ  
District 99  
06-01-09

Byerly, W  
San Martin, CA  
District 90  
05-23-09

Doyle, Daryl  
Diamond Springs, CA  
District 80  
06-13-09

Dudley, Arnold  
Salt Lake City, UT  
District 12  
03-23-09

Garner, Elton  
Willows, CA  
District 60  
05-08-09

Green, John  
Redding, CA  
District 70  
06-22-09

Henderson, Henry  
Oroville, CA  
District 60  
05-31-09

Kaiwa, Edward Jr.  
Kaaawa, HI  
District 17  
06-11-09

Krpan, Emil  
Sacramento, CA  
District 80  
05-03-09

Kurtz, Steve  
Alturas, CA  
District 70  
06-04-09

Locklin, William  
Paupack, PA  
District 99  
06-27-09

Malagon, Jose  
Modesto, CA  
District 30  
06-14-09

Mejia, Abel  
Ukiah, CA  
District 10  
06-06-09

Morris, Wayne  
Paradise, CA  
District 60  
05-24-09

Myers, Jane  
Lafayette, CA  
District 20  
06-07-09

Naehu, R  
Mililani, HI  
District 17  
06-07-09

Owens, Donald  
Napa, CA  
District 04  
04-27-09

Parres, Raymond  
Burlingame, CA  
District 01  
04-24-09

Perreira, Richard  
Ewa Beach, HI  
District 17  
05-05-09

Pestana, Ernest  
San Jose, CA  
District 90  
05-13-09

Phillips, Raymond  
Woodland, CA  
District 80  
06-14-09

Pincock, Grant  
South Jordan, UT  
District 12  
06-23-09

Read, Norris  
Oroville, CA  
District 60  
06-12-09

Readen, Emory Jr.  
Eureka, CA  
District 40  
06-06-09

Roller, Val Roy  
Salt Lake City, UT  
District 12  
05-26-09

Rose, Gary  
Brentwood, CA  
District 20  
04-21-09

Scamihorn, George  
Rancho Cordova, CA  
District 80  
07-27-09

Smith, Lloyd  
Foreman, AR  
District 99  
06-29-09

Smith, Oscar  
Klamath Falls, OR  
District 99  
06-18-09

Stewart, Bobby  
San Mateo, CA  
District 01  
06-05-09

Thomas, Dale  
Vallejo, CA  
District 04  
07-01-09

Wilson, Woodrow  
Valley Springs, CA  
District 30  
06-13-09

Woody, James  
Mojave, CA  
District 99  
06-11-09

DECEASED  
DEPENDENTS

Anderson, Ellen.  
Wife of Anderson,  
Howard  
07-29-09

Barnes, Kathryn.  
Wife of Barnes, Marvin  
(dec)  
07-21-09

Frazier, Richard.  
Husband of Frazier, Julie  
07-07-09

Grady, Lois.  
Wife of Grady, JD  
06-09

Harris, Jane.  
Wife of Harris, George  
(dec)  
08-05-09

Hookano, Shima.  
Wife of Hookano, John  
(dec)  
07-07-09

Hoover, Dakota.  
Wife of Hoover, Don  
(dec)  
07-25-09

Jones, Ellen.  
Wife of Jones, Vernon  
(dec)  
07-04-09

Leckbee, Sharon.  
Ex-wife of Smith,  
Michael.  
07-13-09

Luman, Aimee.  
Wife of Luman, Ronald  
04-09-08

Martin, Dora.  
Wife of Martin, R Curly  
(dec)  
07-30-09

Morris, Patricia.  
Wife of Morris, Laroy  
01-25-09

Nishimoto, Violet.  
Wife of Nishimoto, Fred  
(dec)  
07-02-09

Pearson, Patsey.  
Wife of Pearson, Pier  
(dec)  
07-27-09

Proctor, Wanda.  
Wife of Proctor, Derlin  
06-24-09

Riggs, Geraldine.  
Wife of Riggs, Francis  
(dec)  
06-01-09

Robinson, Lynette.  
Wife of Robinson, Cory  
05-13-09

Roper, Mildred.  
Wife of Roper, Clifford  
(dec)  
07-22-09

Sonognini, Barbara.  
Wife of Sonognini, Rufus  
12-03-08

Tarver, Juanita.  
Wife of Tarver, Eddie  
(dec)  
06-29-09

Tippetts, Harriett.  
Wife of Tippetts, Joseph  
(dec)  
06-26-09

Vonbargen, Laura.  
Wife of Vonbargen,  
Henry (dec)  
06-16-09

Ward, Marie.  
Wife of Ward, James  
(dec)  
07-26-09

Wilkinson, Georgia.  
Wife of Wilkinson,  
Frederick (dec)  
07-08-09

Wright, Marian.  
Wife of Wright, Edward  
(dec)  
07-15-09

Operating Engineers Local Union No. 3  
70th Anniversary Book



Above: Local 3 officers and staff, 1941.

The 70th anniversary history book is well underway. The book is in production and scheduled for release in the fall of 2009, just in time for the holidays.

The book features a written history, historic and current photos and materials submitted by union members.

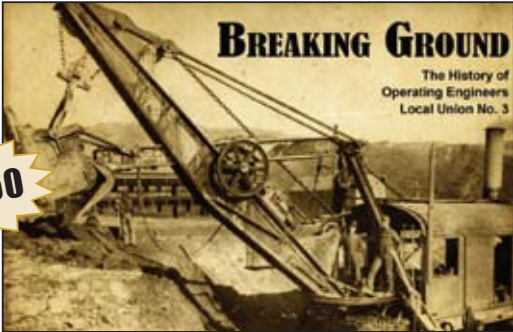
It is still possible to order your copies of the 70th anniversary book. The book features a hardbound, color cover with dust jacket and approximately 176 pages. Order by mailing in the form below, call (888)263-4702 or visit [www.mtpublishing.com](http://www.mtpublishing.com)

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- Quality Printing-Binding

Cover image pictured at right is subject to change before final publication.

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Evansville, IN 47719

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BOOK IS SCHEDULED FOR RELEASE NEAR FALL 2009

# Free health tests: Priceless (literally)

Members take advantage of free health fair at Semi-Annual

Early detection and prevention are two key ways to stay healthy and fight off a medical problem quickly, should one arise. Because Local 3 takes members' health very seriously, the union offers routine screenings free-of-charge twice a year at the Semi-Annual. Below is information on the most popular tests given at our health fair:

## Cholesterol

Cholesterol is a natural steroid that allows blood to flow freely through the body. The American Heart Association recommends that adults 20 and older get their cholesterol checked every five years. (More frequent testing is recommended as you age.) This is a fairly easy procedure in which a doctor takes a small blood sample from the tip of the finger to measure the levels of LDL (bad cholesterol), HDL (good cholesterol) and total triglycerides. A high cholesterol level is strongly associated with cardiovascular disease. A low cholesterol can also indicate poor health. The free test at the Semi-Annual doesn't require you to fast, as many do.



Apprentice Richard Crowe gets his cholesterol checked. The test doesn't require participants to fast and his results are ready in minutes.

## Blood pressure

A blood pressure test measures the blood-flow pressure to and from the heart. This is most commonly done with a sphygmomanometer (an inflatable cuff placed snugly around the upper arm) and a stethoscope (which allows a doctor to listen to blood flow). Readings can indicate cardiovascular disease and hypertension, among other things.



B. Navarte watches as his wife, Jasus, gets her blood pressure checked at the Semi-Annual.

## Bone density

Bone-density testing is important in determining risks for fractures and osteoporosis by measuring a specific bone and comparing it to an average index based on age, sex and size. At Local 3's Semi-Annuals, these tests are done on the foot.



Forty-five-year member Fred Myrick gets his bone density evaluated.

## Skin damage

Skin damage can be a sign of skin cancer, which studies show can be caused by too much sun exposure, smoking and burns. The earlier skin cancer is detected, the easier it is to keep it from spreading. A free skin reading at the Semi-Annual can show you what condition your skin is in.



Member Wayne Clayton gets ready to have his skin evaluated for signs of skin cancer.

## Massage



Dan Mulloy and Gerald Hicks begin the day with a stress-relieving massage during the health fair at the Semi-Annual.

While massage is not a test, it can detect issues such as tension, back, neck and shoulder pain, anxiety, depression and stress and prevent problems in the future. Quick, upper-body massages offered at the Semi-Annual can temporarily relieve problems, while regular, in-depth procedures may have lasting effects. Massage comes in all forms, from intense, deep-tissue kneading to light, gentle rolling. Before having any kind of massage done, you should always discuss it with your physician.



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

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

Operating Engineers  
Local Union No. 3  
3920 Lennane Dr.  
Sacramento, CA 95834  
ATTN: Swap Shop\*  
(916) 993-2047, ext. 2506

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

Or e-mail to:  
jjohnston@oe3.org

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

FOR SALE: A 2007 Case 580 Super M 4-by-4. Cab with air, ride control, quick coupler. Has 1,500 hours. Also: A 2002 International 466 bobtail dump truck, 29,000 GBW. Has 37,000 miles. Also: A 2003 Millennium trailer tag-along. 20+5. New brakes. All three: \$86,500. Call (510) 918-3880. Reg# 1858296.

FOR SALE: A 2002 Fourwinds 5000 – 28-foot, fully self-contained Ford E450 HD Chassis Triton 10-cyl engine, six brand-new all-season tires, 24,500 miles, walk-around queen bed, onan 4000 genset, new carpet throughout, awning, full-vehicle cover. Sleeps eight. Super clean. \$26,995 – offers considered. (530) 514-4891 or gramped@digitalpath.net. Pictures available. Reg# 2204741.

FOR SALE: A 1957 Bel Air two-door hardtop. Beautiful car. High-performance 350 Chevy motor, 350 Chevy turbo transmission with shift kit. \$45,000 OBO. Also: A 1934 Ford five-window coupe. Street rod. Has 327 Chevy motor, Saginaw four-speed transmission, Oldsmobile Pawsie traction rear end. Steel. \$50,000 OBO. Will trade one or both for property. (916) 381-8007. Reg# 1171929.

FOR SALE: A 1994 Southwind 32-foot basement-model Class A motorhome. Has 30,000 miles. In excellent condition. \$16,000 OBO. Will trade for property. (916) 381-8007. Reg# 1171929.

FOR SALE: A 2004 Cadillac Seville. Beautiful inside and out. Thunder gray metallic with gray leather interior.

Fully loaded including transferrable warranty. New, oversized 20-inch tires with chrome wheels. A 4.6 liter V8 northstar engine, front-wheel drive, 19 mpg/24 highway. Always garaged and serviced. Kelly Bluebook: \$7,200. Asking \$6,995 OBO. Call (916) 212-4019 or (916) 373-9186. Reg# 2491538.

FOR SALE: A yearling angus gentle bull. \$1,500. Also: Angus calves, male and female. Good for fair projects. \$800 each. Call (916) 687-6198. Reg# 2396395.

FOR SALE: Weber Smokey Mountain Cooker Smoker, 22-½ inches. Brand new; still in the box. Paid \$400, but will sell for \$200. Call (559) 582-5974, after 4 p.m. Reg# 2346661.

FOR SALE: Hyd. Hose Machine Imperial Eastman Super 2 Press Electric Pump. All dies and hose. Dies and hose skives up to 2 inches. Electric cut off saw for hose. Power gear head for screw-together fittings. \$2,500 for all. Call (559) 269-2513. Reg# 1136255.

FOR SALE: Oliver Cletrac H.G. with Were front-end loader. Unit runs. Can send e-mail pictures. \$1,200. Call (707) 722-4568. Reg# 1087450.

FOR SALE: A 2006 Dodge Ram Big Horn addition, Turbo Desielautomatictransmission, four-wheel drive, extended cab, four doors, short bed. Red with matching Snug Top canopy and running boards. 34,947 miles. \$24,500. Please call (707) 703-9912. Reg# 2072199.

FOR SALE: A 1997 Southwind Storm 36-foot class A motorhome, 460 Ford V-8 engine, automatic transmission with cruise control, hyd. levelers, one slide out, power steps, two roof-mounted air conditioners, 5kw Onan generator, 19,212 miles. \$23,900. Please call (707) 703-9912. Reg# 2072199.

FOR SALE: A 2007 DRZ 125 dirt bike. Looks great. Runs great. \$1,500 OBO. Call (510) 715-6889. Reg# 1966032.

FOR SALE: A 2002 V Rod. Has power command electronic system, Sampson exhaust, quick disconnect windshield, five-gallon gas tank and locking saddle bags. \$7,000. Call (530) 758-3212 or (530) 902-3674. Reg# 1793823.

FOR SALE: Timeshare in Cancun – 2 bed/2 bath, can be split. On the water. Year-round use Gold Membership, first one on “Hotel Zone” from the airport. Part of the Westin Hotel. Exchange for other properties for versatile travel. Shuttles available to nearby tourist attractions,

like the ancient Mayan Ruins at Tulum or Chichen Itza. Restaurant and gift shop too. Call (714) 624-4641 or e-mail Loretta4art@msn.com. Reg# 0868839.

FOR SALE: A 1994 Suzuki Street Bike. Looks new. Runs like new. Well taken care of. Used for commuting from Valley to San Francisco. Black and yellow. \$2,900 OBO. Also: A 7-by-7 spa, two bucket seats, two normal seats, a lounge and stair seat. Lots of jets. \$600. Great condition. Must sell. Call (209) 763-1066 or, for photos or more information, e-mail jessnrichard@wildblue.net. Located in Ione, Calif. Reg# 2344221.

FOR SALE: A 1947 Chevy fleet master four-door sedan, original engine, needs additional work. \$4,500. Also: A 1947 four-door Oldsmobile sedan. Needs work. \$2,000. Call (408) 439-2064. Reg# 1768970.

FOR SALE: Small claw-foot bathtub. Best offer. Call (408) 439-2064. Reg# 1768970.

FOR SALE: Land in the Klamath River area (Siskiyou County in California) 20 acres. Large property situated less than 10 miles west of I-5. This area is about an hour drive from Klamath Falls, Lava Beds National Park and Shasta Mountain. Asking \$42,000. For more information, call (408) 365-0435. Ask for Frank. Reg# 2446844.

FOR SALE: A 4 bed/2 bath in Las Cruces, N.M. on 1-½ acres in city limits, 2,100 square feet, pool, large covered patio, custom tile work, lots of cabinet space, great room with fireplace, courtyard with fountain, oversized two-car garage, two-car carport. RV parking, view of the Oregon mountains. Close to shopping, restaurants, hospitals and New Mexico State University. \$274,900. (575) 521-0058. Reg# 1820684.

FOR SALE: A 1971 Chevy C-60 class dump truck. 16-foot dump bed works great and has a tall deck. 427 big block engine, which is used for stroker motors, works great too. \$1,900. Call (209) 620-4826. Reg# 2613843.

FOR SALE: A 1989 18-foot Sunbird boat, Chevy, 4.3 liter, V6 Cobra engine with OMC Cobra inboard/outboard package. \$6,500. Call (209) 795-6569 or (209) 404-5083. Reg# 1040650.

FOR SALE: A 35-foot Winnebago Voyage Class A RV – gas. \$90,000. First owner. Purchased in June 2007 for \$133,000. Has less than 3,000 miles, three pop-outs, work horse drive tram Allison, two flat screen TVs, convection/microwave,

self-tuning satellite, rooftop solar panel and many other goodies. Call (707) 778-3160. Reg# 1826093.

FOR SALE: A 2006, 34-foot Presidential 5th Wheel with 2006 F3SO, Super Duty Combo. Both are in excellent condition. For more details, call (707) 778-3160. Reg# 1826093.

FOR SALE: A 2000 Winnebago motorhome. Class C “Minnie,” 31 feet with slide-out. Only 19,684 miles. Ford 450 V10 gas engine. Excellent condition, never smoked in, super clean, everything in good working order. Solar roof panels, queen walk-around bed, Onan generator, microwave, VCR/TV, lots of storage inside and underneath, AC and more. Original owner. \$29,000 OBO. (209) 794-2773. Reg# 0845470.

FOR SALE: A 2002 BMW K1200 LT Trike. (Motorcycle with a Hannigan trike factory conversion.) Perfect condition: All the “bells and whistles.” Call for details. \$22,500 OBO. Also: A 2003 Kubota tractor, BX1500, 15HP diesel engine, only 304 hours, 4WD, front loader, 48-inch rear scraper, Woods 45-inch rotary mower (attaches to PTO), three-point hitch, 540 RPM PTO, power steering. \$9,850 OBO. (209) 794-2773. Reg# 0845470.

FOR SALE: A 2008 Fleetwood TT/Pendleton Gear Box 5th Wheel. Includes 5.5 kw generator (ONAN), built-in power washer and air compressor. All in excellent condition and never been lived in. For more information, call (530) 923-4878 to speak with Vic. Reg# 1276105.

WANTED: On the vehicle wheel balancer, hunter tune-in. (775) 629-0245. Reg# 1171933.

FOR SALE: Three-bedroom/2-bath brick home in Northeast Texas with two-car garage, inside laundry room, 20 acres of fenced pasture and pecan trees, 10-stall barn, corral, tack room, workshop and outbuildings. Home has a brick entry and paved driveway. \$300,000. (903) 799-7000. Reg#1230337.

WANTED: Shotguns, rifles, pistols and ammo. Will pay cash. (559) 351-6615. Reg# 2123273.

WANTED: Tractors and equipment, running or not. Farm equipment. (559) 351-6615. Reg# 2123273.

FOR SALE: CZ-83 .380 ACP. 2EA. 10 RND. MAGS with 150 rnds. Ninety-nine percent small holster wear. Functions very well and accurate. \$475. Legal only. To signed ffl. (208) 734-5540 or e-mail lj3945@gmail.com. Reg# 1121987.

FOR SALE: Four adjoining lots at Murphy Hot Springs, Idaho. 15 miles north of Jarbidge, Nev. Includes electricity, septic, phone line and good well. All lots are leveled and graveled; two are fenced. A new, insulated well house, lockable shed (6x24) atv storage, plus a 32-foot Boles Aero trailer is included. \$55,000. E-mail lj3845@gmail.com or (208) 734-5540. Reg# 1121987.

FOR SALE: A 1986 CAT 426 backhoe. Four buckets, GP. Hoe clamp. Extra valve front and rear good rubber. Tubes in all tires. Has 590 hours on it in 17 years. Stored inside. \$16,500. (707) 442-5265. Reg# 1620480.

FOR SALE: A 10-foot flat roller smizer. \$950. D4j cat.d2 seat tank alternator 12-v battery cat starter bg unit under carriage good shape. \$3,500. Everon land plane 10-foot blade drag, good shape, good tires. \$1,000. Oliver wheel tr. 1972 1465 decial 72 hp. power steering, power takeoff, 3-pt clean. \$1,250. Tool carrier 20-foot. Good tires 825/20. \$1,200. (707) 326-1544. Reg# 0711800.

FOR SALE: Backhoe, CASE 580 Super E, Extendo with 24-inch bucket and set of forks. \$12,500. Call (209) 509-5696. Reg# 1043556.

FOR SALE: LEICA TCA 1103 long range total station. Bought new in 2004, recently cleaned, calibrated and adjusted by the LEICA dealer, three second accuracy, onboard TDS software, two batteries, charger hardcase, manual. \$7,000 OBO. For photos, e-mail hawkeyer1@sbcglobal.net or (925) 383-0797. Reg# 2102580.

FOR SALE: A 1958 TD340 four-cylinder diesel engine. Runs good. Has ripper bar, loader bucket with clam, no oil leaks, under carriage OK. “Needs Clutch Disk.” Trade or \$5,000. (530) 824-8105. Ask for Don. Reg# 1087675.

FOR SALE: A 1995 28-foot Salam Travel Trailer in excellent condition. Everything works. Kept very clean. Self-contained, awning, microwave, TV, etc. \$4,000. (530) 368-9280 or (530) 389-2910. Reg# 2248127.

FOR SALE: 1987 Ski Centurion Ski Boat in excellent condition. Interior refinished. Runs great. \$4,500. (530) 368-9280 or (530) 389-2910. Reg# 2248127.

FOR SALE: A 1952 Ridge Harley Wishbone Frame – \$400. A 1957 Straight Legg Frame – \$400. Two wide glide front ends – \$200 each. A set of 5-gallon fat bobs – \$100. Best offer takes all. Call in the evening. (707) 725-5334. Reg# 0939694.

# Officers begin second term

## Former administration re-elected in white ballot

Sometimes silence speaks louder than words, and that was the case with the 2009 election of your Local 3 officers. With no one running against the current administration, the membership's message was loud and clear: The incumbents are doing a fine job. Your officers were elected for a second term on Sept. 1 via a white ballot.

Former business manager Tom Stapleton had the honor of swearing in Business Manager Russ Burns, President Fred Herschbach, Vice President Carl Goff, Rec. Corres. Secretary Jim Sullivan, Financial Secretary Dan Reding and Treasurer William Kalani Mahoe at an event held at Local 3's headquarters in Alameda.

Trustees Justin Diston, Steve Harris and Ken Oku, auditors Mark Burton, Don Dietrich and Pete Figueiredo, Conductor Kris Morgan and Guard Steve Ingersoll were also sworn in at the event, as were your Executive Board members. Districts 12 and 17 held the only elections with more than one candidate. District 12's Glenn Smith and District 17's Michael Brandt won with landslide victories in their race for Executive Board seats. The other Executive Board members include: Brad Parres, District 01; Tim Lassiter, District 04; James Spain,

District 10; Dylan Gallagher, District 11; Andrew M. Lagosh, District 20; Dennis Dorton, District 30; Michael J. Johnson, District 40; Ronald "Gus" McClain, District 50; Luther Slack, District 60; Stan Green, District 70; James Graham, District 80; and Michael R. Sierra, District 90.

While this is good news for the incumbents, it's also good news for you, the members, as this veteran administration is made up of officers with different industry skills and backgrounds who share one common goal – membership service. Before joining staff, Burns, Goff and Reding were crane operators, Herschbach and Mahoe were proud "dirt hands" and Sullivan was a Heavy Duty Repair (HDR) mechanic. Each officer also served as a district representative, overseeing different jurisdictions – Rohnert Park, Morgan Hill, Burlingame, Utah, Sacramento and Hawaii. These diverse experiences give the administration a thorough overview of the issues and concerns members have in all aspects of Local 3. One thing the officers do all have in common, besides a strong commitment to Local 3, is the Harvard Trade Union Program, which all six graduated from.

Congratulations, and welcome back!



Local 3's administration is introduced to the membership at the Sept. 20 Semi-Annual Meeting. Front row, from left: Executive Board members Glenn Smith and Andrew M. Lagosh, Treasurer William Kalani Mahoe, Financial Secretary Dan Reding, Rec. Corres. Secretary Jim Sullivan, Vice President Carl Goff, Business Manager Russ Burns, President Fred Herschbach and Executive Board members Tim Lassiter and Stan Green. Back row, from left: Executive Board members Dylan Gallagher and Brad Parres, Guard Steve Ingersoll, Executive Board members James Graham, Dennis Dorton and Michael J. Johnson, Auditor Pete Figueiredo, Executive Board member James Spain, auditors Don Dietrich and Mark Burton, Executive Board member Ronald "Gus" McClain, Trustee Justin Diston, Conductor Kris Morgan, Trustee Ken Oku, Executive Board member Luther Slack, Trustee Steve Harris and Executive Board members Michael R. Sierra and Michael Brandt.