Happy Holidays to all of our members from the officers and staff of Local 3. Thank you for your dedication, support and hard work over this past year. We wish you and your family a wonderful holiday season and a prosperous and healthy New Year in 2010.

Russ Burns, Business Manager
High-speed rail: The jackpot

Last year, many of you voted to fund California's high-speed rail, the only state to do so. Therefore, we are uniquely positioned to receive Federal Stimulus funds of up to $4.8 billion as part of the American Recovery and Reinvestment Act (ARRA). Operating Engineers are not the only ones who think California should receive this funding, as 24 members of California's congressional delegation sent a letter urging the Obama Administration to award California the funds to construct the only proposed 220-mph train project in the country. As a member of the California High-Speed Rail Authority Board, I can assure you we've worked very hard to further advance high-speed rail throughout the state, making it the model for the country.

However, 24 other states have also asked for high-speed rail funding. The Obama Administration intends to announce the award this winter. If its administration is truly in line with remedying America's transportation landscape and providing energy-efficient transportation choices in the future, California has a good chance. We already have a voter-approved plan in place that can double the value of the federal dollars with matching funds.

If we receive this funding, the economy and landscape of California will change indefinitely, since a high-speed train system will generate 600,000 construction-related jobs and another 450,000 transportation-related jobs. In other words: It's the jackpot for California.

While we seek this funding from the federal government, we do not seek a universal health-care plan that runs on the backs of middle-class families. The Senate Finance Committee recently approved a health-care bill that is financed largely by taxing already existing health-care plans like ours. We have put pressure on legislators to remove the taxing plan. We urge you, the membership, to do the same and tell your legislators not to support this kind of plan. If you don't know who your legislators are, call your district office. There is still hope that the tax on existing plans may be removed from the bill. While universal health care remains a hot-button issue for all Americans, Local 3 advocates health-care reform but does not support reform that adversely affects our benefits. You are all aware that when we negotiate our contracts, health-care benefits remain a trier-issuer every time. With rising costs and depleting wallets, we will not tolerate any more taxes. We simply cannot afford it.

Speaking of negotiations, our California Master Agreement negotiations are scheduled for the new year, and we have already started to prepare. We recently held pre-negotiation meetings in each district, and I want to thank those who attended. For those of you who work under the California Master Agreement, I urge you to get involved. If you missed the pre-negotiation meeting please plan to attend all future meetings. This is your opportunity to have input into decisions that are going to directly affect you.

Brothers and sisters, some days I feel like we're in the middle of so much -- so much at stake, so much up in the air and so much legislation. Our lawmakers seem to move at a snail's pace in making decisions that impact us greatly, and the heavily negotiated package of water reforms for the Sacramento-San Joaquin Delta is another example of an issue that will probably be kept in limbo for far too long. I am pleased to finally report, however, that an $11.14 billion water package was recently passed by the California Legislature that will help finance projects critical to Delta governance -- projects that will require our skills for many years in the construction of levees, water storage and water-treatment facilities, to name a few.

The water bond is slated for the November 2010 election, so stay tuned for ways you can ensure its passage. This bond is not cheap, and we all know how economically taxed Californians feel right now. That is why your involvement in getting this bill passed is paramount. We must prove to Californians that when it comes to infrastructure, we are uniquely in line with levees, water storage and water-treatment facilities, to name a few.

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Talking Points

By Fred Herschbach, president

Let’s be proactive

In October’s Engineers News, I challenged California’s Gov. Schwarzenegger and the state Legislature to pass Senate Bill (SB) 240, the move-over legislation that states if roadwork exists on the side of the highway, by law, drivers must move over to the next lane possible. I am pleased to report that this bill did pass, and I would like to thank the governor and Legislature for doing the right thing. It’s also important to give credit to our staff, our membership and our lobbyists for their efforts on this front. But the greatest contributors to this important bill’s passage are our fellow Operating Engineers who lost their lives and their families who had to function in their absence. It is their sacrifices that helped pass this bill. If not for them, we would not be aware of the dangerous conditions along highways and the necessary measures to be taken to avoid future accidents. Hopefully this legislation will do what it is intended to do: Save lives.

Now, let’s see if the governor and Legislature can start working together to get work for our brothers and sisters. One way this is possible is through legislation in support of a current water bill. The Legislature is starting to seriously address California’s water situation, which means funding the building of necessary dams, canals and water-filtration systems. We should not wait until we have a disaster, such as a severe water shortage or a levee break, before we react. Let’s be proactive – not reactive. We don’t need another Loma Prieta earthquake to realize California is sitting on a time bomb. Just one critical levee break at the right place could potentially shut off potable water to 23 million people – unthinkable. The folks who predict population growth say labor in California will grow by 10 million to 15 million, Common sense tells us we should have done something about our infrastructure 20 years ago. Therefore, I urge the governor and Legislature once again to impart action: We need water improvements badly, and the Ross and Lavern Foster all deserve recognition, as do hundreds of others. I wish you all for helping Local 3 grow to its fullest potential.

I wish you all a great holiday season, and next year will be better. Be safe, and I look forward to seeing you.
Third Quarter 2009 Financial Results

Economic activity in the United States turned positive during the third quarter of 2009, marking the end to the worst recession since the Great Depression. Still, with consumers hesitant to make purchases and businesses reluctant to hire and make new investments, cautious spending will likely cause a constrained recovery. Households still face considerable headwinds due to job losses, decreased home values and battered investment portfolios. As to the strength of the budding recovery amid such uncertainty, most economists believe recovery will proceed at a slow pace throughout the remainder of 2009 before strengthening modestly in 2010. The Federal Reserve recently agreed to hold its key bank lending rate at a record low for an "extended period" to nurture the recovery.

Unemployment continued to creep higher during the third quarter of 2009. Nationwide, the unemployment rate rose from 9.5 percent in June 2009 to 9.8 percent in September 2009. California, Nevada and Utah unemployment rates increased to 12.2 percent, 13.3 percent and 6.2 percent, respectively, while Hawaii's fell to 7.2 percent. The largest job losses were in construction, manufacturing, retail trade and government.

During the third quarter of 2009, Local 3's membership decreased an additional 389 members, bringing the year-to-date membership loss through September 2009 to 1,267 members or 3.25 percent.

As with the overall economy, financial results for Local 3 also turned positive during the third quarter of 2009, with net income at $177,068. The positive July through September results were driven by stronger receipts and lower expenditures versus the first and second quarters of 2009. Third quarter receipts increased 9.8 percent versus the second quarter, whereas third quarter expenditures decreased 5.5 percent versus the second quarter.

Nevertheless, on a year-to-date basis (January through September 2009), Local 3 still experienced a net loss of $2,653,885. For the first nine months of 2009, receipts and expenditures were down 13.5 percent and 5.1 percent, respectively, versus the same period in 2008. Notwithstanding the difficult financial environment, Local 3's year-to-date net loss was $407,000 better than budgeted projections. No additional layoffs were made during the third quarter; however, the local's reduced work-week program implemented in July will continue for the foreseeable future.

As 2009 comes to a close, it has proven to be a very challenging year. The Local 3 Administration has proactively managed its financial resources to minimize loss during one of the worst economic downturns on record, and Local 3's membership can rest assured that its union continues to be in excellent financial condition with more than $61 million in reserves.
Plan Assets

Total Investments $2,829,021,999

<table>
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<th>Investment</th>
<th>Value</th>
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<tr>
<td>Domestic Stocks</td>
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<tr>
<td>International Stocks</td>
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Plan Returns / Funded Status

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<th>Investment Return</th>
<th>Target Return</th>
<th>Funded Ratio</th>
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<tbody>
<tr>
<td>1998</td>
<td>17.6%</td>
<td>7.5%</td>
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<td>4.8%</td>
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<td>2000</td>
<td>3.2%</td>
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<td>106.4%</td>
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<tr>
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<td>0.4%</td>
<td>7.5%</td>
<td>96.9%</td>
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<tr>
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<td>7.5%</td>
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<tr>
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<td>12.5%</td>
<td>7.5%</td>
<td>94.5%</td>
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<td>8.7%</td>
<td>7.5%</td>
<td>88.7%</td>
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<tr>
<td>2005</td>
<td>0.9%</td>
<td>7.5%</td>
<td>84.0%</td>
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<td>2006</td>
<td>10.5%</td>
<td>7.5%</td>
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<tr>
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<td>5.2%</td>
<td>7.5%</td>
<td>76.9%</td>
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<tr>
<td>2008</td>
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<td>8.9%</td>
<td>7.5%</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Plan Returns vs. Funded Status

- Investment Return - Target Return - Funded Ratio

Notes:
1) Asset figures and returns are preliminary and unaudited.
2) Other Investments include an insurance contract with New York Life and operational cash.
3) Returns through 12/31/2007 were not calculated by IPS.
4) The Funded Ratio is the value of assets used for the annual pension plan valuation divided by the present value of accumulated plan benefits as provided by the actuary.

Commentary (3rd Quarter 2009):
The third quarter of 2009 ended with all major equity indices posting gains as the rally that began in March carried through September. The S&P 500 Index returned 15.6% for the third quarter and 6.9% for the trailing one year. The unemployment rate continued to climb in September reaching 9.8%, the highest rate since August, 1983. The largest job losses were in construction, manufacturing, retail, and government. Since the start of the recession in December 2007, the number of unemployed persons has increased by 7.6 million to 15.1 million, and the unemployment rate has doubled to 9.8 percent. The Barclays Aggregate Index, which measures the broad fixed income market, remained 3.7% during the third quarter and 10.6% for the past year. Treasuries and agencies have underperformed their credit related index counterparts as investors no longer sought the safety of government backed issues in 2009.

Plan Returns / Funded Status

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Operating Engineers respect what union really means

At the time of this writing, the officers and trustees just completed the Western Conference of Operating Engineers in Seattle, Wash. We listened to other locals across the western states talk about what’s going on in their jurisdictions and realized that we are all facing the same issues. It doesn’t matter which local or which state, the issues are the same: A lack of work because of the worst recession most of us have ever seen, the rising cost of health care and huge losses to the 2008 pensions of most of the locals.

Everyone also seemed to be having jurisdictional issues with other crafts trying to steal Operating Engineers’ work. One of the things we heard over and over again is that other crafts are signing employers wall-to-wall where the contractor only recognizes one craft to do all the work on a project. One example is a project in Washington, D.C. where the Laborers signed a wall-to-wall agreement to do the work of all the crafts and negotiated a wage of $17 an hour. In this case, regarding the local Building Trades in Washington, D.C., we were able to put enough pressure on the project to put it on hold for now. When you have crafts with that kind of mindset — no respect for other crafts, they are throwing out the window the true concept of organized labor, what being a true craftsman really means and what being a union brother or sister stands for.

A scab is an employer doing whatever work they are told to do with no respect for other crafts. If you are union, no matter what craft you belong to, you stand strong with your union brothers and sisters for what is right in the workplace and stand together against the non-union scabs that want to take away what our forefathers fought so hard for. Local 3 and our International Union of Operating Engineers (IUOE) understands this concept. We continue to fight for labor together.

These bad economic times not only make health care and our pensions a huge problem, but you now have everyone fighting for what little work is out there. There are some signs that things may be starting to improve, but talk is cheap. The real improvement will come when all of our brothers and sisters are working. Someday, that will be a reality. Until then, we must stick together. Be safe!

Everyone’s doing it
Using the Internet, that is

Whether you’re e-mailing your friends, paying your bills online or surfing the Web, you spend more time online than you think. That’s why Local 3 wants your e-mail address and wants you to get registered for our Members Only Web site, which gives access to important, confidential information. Visit www.oee3.org to get started:

- Members Only: Register for up-to-the-minute information (election information, voter registration, meetings, important legislation, job actions, political events, etc.)
- E-mail Campaign: E-mail us at subscribe@oee3.org to sign up to receive information faster and cheaper.

Testing & Inspection
By Michael Strunk, business representative

Calling all stewards, instructors

With what many believe is the worst of a bad economy behind us, the testing and inspection work picture outlook is optimistic. Work is beginning to bid again, and several large projects are set to start in early 2010. With our employer-association issues settled, we can finally begin to focus on bringing the industry together, going after current work and capturing as much new work as possible. A renewed focus brings several major changes to the Technical Engineering Department, and we would like to ask for your help to make these changes successful.

The biggest and most far-reaching change is the shifting of the inspection-apprentice-training administrative duties to the Northern California Surveyors’ Joint Apprenticeship Committee (NCS-JAC) office in Alameda, Calif. Local 3 has been training surveyors for nearly 45 years. The NCS-JAC is currently led by Joanie Thornton who has been with the program for 31 years. It has long been recognized that the two programs share much in common in the way technical skills are taught. Sherry Chapin will assist Thornton in the day-to-day operations, serving as lead instructor and apprentice coordinator for the inspector apprentices.

The Courier was a great communication facilitator and served us well to highlight particular issues, but it was only as good as it was current. Often, circumstances or information would change before the membership received it, and it was costly to produce, print and mail. Recognizing the need for faster and smarter communication, we requested and received approval from the officer in charge of the Testing and Inspection Department, Financial Secretary Dan Reding, to establish a Web page. The page will be accessible through the Members Only section of www.oee3.org to keep our ideas just that — ours. The new page will offer news, industry issues, social interaction and much more. This will help us communicate more efficiently.

Do you know someone who would make a good steward? Business agents can’t be everywhere and can always use your help. While the position doesn’t pay, it’s a great learning opportunity and a chance to help your fellow inspectors.

Stewardship is where we look for people to serve on future committees and one of the ways we find qualified candidates for staff positions when they become available. If you know someone who might be a good steward, let him or her know we are looking.

Also: Do you know someone who would make a good instructor for the Testing and Inspection Apprenticeship Program? The program is expanding, and we need your help to grow. This is a paid position for time spent instructing and preparing. The successful candidate must possess or be able to obtain a Preliminary Designated Subjects Vocational Education Teaching Credential, have experience in the inspection field, be a Local 3 member in good standing and pass a background check. The Apprenticeship Program will reimburse the cost of the credential once it is obtained.

If either of these are for you or someone you know, contact me, Business Rep. Michael Strunk, at mstrunk@oee3.org.
Fringe Benefits
By Charlie Warren, director

Holiday greetings from us to you

Wishing you all the best during the holidays. It was so good to see you at the Retiree Meetings.

We have all endured many challenging moments, and we have much to be thankful for.

We are delighted to be able to celebrate with you; we are also mindful of those who have lost loved ones. Let us each pick up the phone to call a friend or neighbor, wish them well and let them hear a hopeful voice.

Be sure to come out to one of the Pre-Retirement Meetings (see schedule below) to learn all about your Pension Plan, retiree medical plan, etc. Bring your spouse.

Thanks to our officers, district representatives and all the volunteers for their dedicated work, and a special thanks to our Chapter Chairmen: Leo Cummins, Leon Calkins, Jack Short, Bart Cunningham, Larry Summerfield, Myron Pederson, Norman Morell Jr., Mario Dunlao, Abe Sousa, Brian Bishop, Marvin Vallejo, Alban Byer, Ken Green, Bill Marshall, Gary Mortole, Norman Smith, Robert Toseano, Bob Yuriga, Virgil Blair and Ephraim Bergau.

Pre-Retirement Meetings

The Pre-Retirement Meetings begin next month. Participants 50 years of age and over will receive a postcard reminder of the meeting in their area, though participants of any age are welcome to attend. If you do not receive a postcard, please check the schedule below to find the meeting in your area. We encourage you and your spouse to attend to familiarize yourselves with all aspects of your retirement benefits, which have a direct bearing on your financial security and deserve your attention.

All meetings convene at 7 p.m.

CONCORD
Tuesday, Jan. 5
Centre Concord
5298 Clayton Road

OAKLAND
Wednesday, Jan. 6
Operating Engineers' Building
1620 South Loop Road
Alameda, CA

REDDING
Tuesday, Jan. 12
Operating Engineers' Building
20308 Engineers Lane

YUBA CITY
Wednesday, Jan. 13
Hampton Inn
1375 Sunsweet

FAIRFIELD
Thursday, Jan. 14
Courtyard by Marriott
1350 Holiday Lane

WATSONVILLE
Tuesday, Jan. 19
VFW Post 1716
1960 Freedom Blvd.
Freedom, CA

MORGAN HILL
Wednesday, Jan. 20
Operating Engineers' Building
325 Digital Drive

FRESNO
Thursday, Jan. 21
Operating Engineers' Building
4856 N. Cedar

AUBURN
Tuesday, Jan. 26
Auburn Recreation Center – Lakeside Room
3770 Richardson Drive

SACRAMENTO
Wednesday, Jan. 27
Operating Engineers' Building
3520 Lennane Drive

STOCKTON
Thursday, Jan. 28
Operating Engineers' Building
1916 N. Broadway

SAN FRANCISCO-SAN MATEO
Tuesday, Feb. 2
Crowne Plaza
1177 Airport Blvd.
 Burlingame, CA

SALT LAKE CITY
Wednesday, Feb. 3
IBEW Local 364
3400 W. 2100 S.

RENO
Thursday, Feb. 4
Operating Engineers' Building
1280 Corporate Blvd.

NOVATO
Tuesday, Feb. 23
TBD

ROHNERT PARK
Wednesday, Feb. 24
Operating Engineers' Building
6225 State Farm Drive

EUREKA
Thursday, Feb. 25
Best Western Bayshore Inn
3500 Broadway
Communication is the key

Nothing is more difficult to deal with than an issue that's been allowed to fester until it boils over. As the director of the Public Employee Division, I have the responsibility to address member complaints. Usually the issue is because of a lack of communication or miscommunication. Many times I am not aware of the issue until it has boiled over, and frustration is over the top. Sometimes the member does not know who to call. Sometimes the member holds the issue "close to the vest" until he or she is boiling over. Either way, failure to discuss the problem prevents a swift resolution.

Business Manager Russ Burns takes complaints very seriously. He demands swift response and requires notification of the resolution. It is the top priority of the Operating Engineers to provide the best service we can to our members, no matter who they work for or where they work.

The Local 3 staff does a great job the majority of the time, but we are all human. I don't know anyone who is 100 percent on their game 100 percent of the time. What is all this leading to? Simply put, let us know if you need our assistance. See the list of contact information for the Public Employee Division staff at right. Don't wait until it boils over; call us today.

Members honored for service

By Bill Pope, business representative

On Oct. 7, a general membership meeting was held at the city of Cupertino's service center. Local 3 President Fred Herschbach and Public Employee Director Don Dietrich attended. Herschbach gave the members an update on the health of the local and told them how important they were to the union. Dietrich gave his overview of how other local jurisdictions are trying to survive in the current economy.

At the meeting, two members were identified for their many years of membership service, Manuel Barragan for 36 years and Jesus Rodriguez for 32 years. Both are employees of the city of Cupertino.

Barragan is a Maintenance Worker II with the assignment of emergency response non-point source inspector. Rodriguez is a Maintenance Worker II and has the lead responsibility for the Elmwood Detention Center's work furlough program.

Local 3 congratulates these public employees on their service.
Around and around we go again with Lake County
By Mike Minton, business representative

District 60 public employees are going through some seriously critical times, as are other public and private employee groups. All I do is go from one meeting to the next to discuss layoffs, furloughs and salary and benefit reductions with every employer and bargaining unit I represent. Throw in negotiations for expired contracts, employee-discipline interviews and hearings, and it's easy to see how a 60- to 80-hour work week flies by.

Lake County continues to mystify me. In my almost 30 years of representing employees and dealing with employers, I have never seen such a backward and unethical employer in my life. I am talking about the so-called management folks who are in charge of employees and oversee the daily operation of the county. More often than not, the employees we represent bring up their own problems, and it's up to us to try and bail them out and negotiate a compromise. Often the employer is doing his or her job running a fair business as best as possible; however, in Lake County, that is not the case. The county administrators go out of their way to do the wrong thing even if doing the right thing is in their best interests. A few department heads are fair and just, but they are not allowed to do the right thing.

For example, we have been in contract negotiations for a successor Memorandum Of Understanding (MOU) for two years. We reached an agreement on a contract several months ago, and when we went to sign off on it, the county administrators pulled it out and said they had second thoughts and could not honor what they just agreed to. We filed a Public Employment Relations Board (PERB) complaint and are awaiting a court date. In the meantime, the county asked us to come back to the table to get the matter resolved so we would drop the PERB complaint. We listened to what the county had to say, and after a few months, an offer was made that the employee bargaining unit agreed on to get this behind us. The unit took it to the membership who approved it, and then, when we got the final draft, the county changed the proposal again. When asked why, the county said this was what the board approved, not what was proposed.

Once again, Lake County wants to do things the hard way, and we will be filing a second PERB complaint against them for bad-faith bargaining. The only reason Lake County survives is because of the hard work and dedication of its employees who make the system work in spite of management.

Now the next issue in Lake County is an even bigger puzzle: The Lake County Superior Court clerks. We went into negotiations with the courts for a successor MOU thinking that due to these economic times, we would be happy if we could just keep what we have. We got through the process and reached agreement with the courts, unfortunately included furlough days. We also walked away with the understanding that more than likely there would be layoffs, however, the representatives from court management said they would notify us if and when these may happen, so we could discuss it — but that never happened. Recently, management walked into a 16-year employee's office and told her the courts had just eliminated her position, and she had to leave immediately. They took her ID and key card and showed her the door.

I was certain this had to be a mistake, but when I called the department head, I learned that since it wasn't a furlough, the layoff procedure, which includes bumping privileges that this employee would have been entitled to, did not apply. If the employer eliminates your position, and you lose your job because of it, and it's not a layoff, what is it? We have filed another PERB complaint against Lake County Superior Courts.

I know you're tired of hearing about Lake County and its mistreatment of its employees. My deepest appreciation and admiration goes out to the working-class folks of Lake County. You should be proud of your job and your attitude in dealing with the ignorant, hypocritical, micro-managing megalomaniacs who run the county. It takes time to correct bad behavior, and Local 3 is there to help you fight the good fight, and hopefully, in our lifetime, make the county and its superior courts reasonable and fair employers.

CEMA board member retires
By Prudence Slaathaug, business representative

When Mary Mitchell applied for a Santa Clara County job 35 years ago, she headed for "Muni" looking for a bus yard. Instead, she found herself at the Superior Court and began a career in which she worked her way to traffic court supervisor. "That's how green I was," Mary said.

Along the way, she became the County Employees' Management Association (CEMA) Executive Board representative "by accident." Out of about 150 court employees, no one volunteered. Seeing the need for her co-workers to be represented, she stepped up to the plate.

Since then, she has negotiated numerous contracts, navigated the membership through changes in management and, most recently, resolved issues associated with the one-day-per-month closure of the court. The meet and confer on the impact of the closure was more complicated than management initially proposed. Mounds of research later, the CEMA bargaining team was able to protect its members by limiting the number of hours worked and the expectation that the business of the court would run as usual during a furlough week.

"My members are accustomed to getting the job done. As salaried employees, we often work in excess of 45 hours per week. It's a paradigm shift to leave the work of the courts undone, but our members are contributing a day's pay; it's time to change our commitment to the court during the furlough week."

Just as important to court employees has been Mary's understanding and willingness to participate in political action by attending events hosted by candidates and community organizations.

"I was hesitant to get involved, thinking I needed to have some special background. I found out that elected officials and candidates want to understand the basics about my members. Over time, I became more confident and could see, firsthand, the importance of being visible and carrying our message into the political arena. When I mentioned that CEMA was affiliated with Operating Engineers, I was amazed at the immediate and positive recognition. It really opened doors."

Mary has a particular talent for mentoring and recruiting members into leadership roles. Her message to new leaders is simple: "You must have the trust of your members. They need to know that you don't have a personal agenda. I believe that what is good for the members is good for me." Now retiring, she is heartened to see the next generation of members take responsibility for what they will face as court employees. Members Toni Bowles, Steve Gaul and D'mitra Murphy will serve as the Advisory Council, with D'mitra serving out the remainder of Mary's term on the CEMA Executive Board.

"My work life was enriched by my participation in the union. I will value the experience it provided and the knowledge that I was able to make the workplace better for my co-workers and myself through my involvement with CEMAVOE. It's been a privilege."
Credit Union
By Jim Sullivan,
Credit Union secretary/financial officer & recording - corresponding secretary

Heading into 2010

The year 2009 presented a great deal of challenges for this nation. Operating Engineers Federal Credit Union (OEFCU) experienced its share of challenges as well. However, amidst the trials and tribulations, OEFCU continued efforts to improve its products and services while maintaining the highest level of service and security for its members. Although it was a difficult year for us and our members, by working together, we managed to find practical solutions to ease financial burdens and minimize or prevent loan losses to the Credit Union. Many positive achievements and beneficial lessons were learned.

I am proud to say that unlike other financial institutions, Local 3's affiliation and philosophy is what makes OEFCU unique. The philosophy "people helping people" is put into practice every day at OEFCU, as our employees provide personal service to our members over the phone and in our branch offices; our selection of products and services are designed to best fit our members' needs; and we do whatever is necessary to safeguard our members' information with cutting-edge technology and processes. We take our common bond with our members seriously, for not only do we have your best interests at heart, but we also share your beliefs. We proudly display this on all our printed material: Union STRENGTH • Union PURPOSE • Union PRIDE.

Despite a difficult 2009, we remain financially strong and confident because of the leadership and direction of our Board of Directors and management and the dedication of our hard-working staff. As we enter our 46th year of service, I want to personally thank you, our members, for your loyalty and support during these very trying times. Your faith and trust in us is what drives this Credit Union. Best wishes to you and your families in 2010. We look forward to serving all of your financial needs in the future. As we close the books on one of the most challenging years in our history, we welcome the coming year with enthusiasm and anticipate the opportunities ahead.

Get Your OEFCU Gift Cards Today!
Visit your local branch or call us at (800) 877-4444 · www.oefcu.org

Operating Engineers #3
Federal Credit Union
Union STRENGTH Union PURPOSE Union PRIDE
Celebrating 45 Years of Service!
Looking at Labor
By William Kalani Mahoe, treasurer

FIELD PERSPECTIVE:
What the members are saying

What is on your Christmas wish list?

Aloha Local 3 members.
Since the recent passing of the revised 2010 National Defense Authorization Act, our work picture in Guam looks even more positive.

I've talked about it before: The military plans to move 8,000 Marines and their families from Okinawa, Japan to Guam by 2014, which will require the largest military construction project since the end of World War II. An entire military base has to be built from scratch, including headquarters, transportation, training facilities, barracks, a hospital and family housing, among other needs.

Rep. Neil Abercrombie, with the support of Local 3, has focused on the estimated 15,000 construction jobs that the project will create. He worked hard to add language to the bill that requires Guam contractors to advertise and recruit U.S. workers under oversight from the U.S. Department of Labor before any foreign workers can be hired. He also fought to bring construction wages up to the level of many U.S. labor markets.

With that said, we continue to work on finances to go to Guam with the International Union of Operating Engineers (IUOE). We'll keep you updated on this situation.

On another topic, I've been back in the islands working on the Hawaii Mass Transit Project Labor Agreement (PLA), the largest PLA ever to be assembled in Hawaii. This project is expected to break ground in early January, which is good news as we try to get our members back to work. The transit project should provide 15 to 20 years of work.

Local 3 is working hard to secure construction loans to help move our industry forward.

Again, I thank you all for your continued support.

Calling all Seabees

Retiree Lou Nisich Jr. wants you ... if you were a Seabee.

The Seabees are the Construction Battalions (CBs) of the United States Navy, and many were or became Operating Engineers, since they have a history of building bases, building and paving roadways and airstrips - all tasks that dealt with construction projects dating back to World War II. Their motto is “Construimus, Batuimus,” which means, “We build, we fight.”

Nisich, a 40-year member, is the son of 60-year member Lou Nisich Sr. (deceased), who was an officer in the Seabees and served in Japan during World War II and also in the Korean War. During his service, Nisich Sr. received a Purple Heart (given to those who have been wounded or killed while serving in the military) and a Bronze Star (given to those who perform an act of combat heroism). He also started Lou Nisich Construction, Lou’s Transport and N&M Transport.

Nisich Jr. is proud of his father and rightly so. He is also a bit of a historian and is hoping to coordinate a trip with OEs to the new U.S. Navy Seabee Museum being built in Port Hueneme, Calif., in honor of his late father, a “true construction pioneer.”

Nisich is also the father of member David Nisich (owner of Nisich Tractor Rentals and Bubba’s Low-Bed Transport) and a good friend of President Fred Herschbach. Call it a “good of boys” kind of thing, but he, Herschbach, 50-year member Al Vogel and his son, 38-year member David, used to work for NB Hozige back in the day, and they sometimes get together and reminisce about the past - something OE retirees know quite a bit about. This is why Nisich Jr. wants to stay connected with members.

If you or someone you know has information about the Seabees or is interested in taking a trip with Nisich and gang, please contact Engineers News at (916) 993-2047, ext. 2505, or e-mail us at mjessup@oe3.org. Help us connect you!
Q&A WITH MR. CLAUS
Lucky for us, he's a Local 3 man!

While some argue the true existence of Santa Claus, there's no questioning Local 3's own Christmas figure - five-year member Peter Claus is the real deal.

A program manager II for (ironically) the Santa Clara County District Attorney's Office for 24 years, Claus joined Local 3 in 2004, when the County Employees' Management Association (CEMA) joined OE3's Public Employee Division.

He can't for sure say whether there's any relation to the Big Man himself - "I don't know if there is or not" - but Claus exudes a holiday spirit that makes you wonder. Plus, "there was a twinkle in his eye," swears Business Rep. Prudence Slaathaug.

Despite his larger-than-life name, Claus is a modest man with simple yet valiant dreams. His life's goal has always been providing for his family. Growing up, he says his family was poor and always received "generous donations during Thanksgiving and other holidays." Neighbors, even complete strangers, would donate money, gifts and food to help them out. Claus' mother couldn't work, and his father passed away when he was still a boy. Yet Claus never developed a jaded outlook on life. Instead, he remembers how generous people were, "and I still think people are generous today."

So, what's on Claus' Christmas wish list this year? "Peace and happiness. I think I already have that though," he says, referring to the peace that comes with having a job and being part of a union, which offer good benefits and a retirement in these hard economic times. "I'm very, very fortunate to have this."

Turning 61 in October, Claus has heard his fair share of comments about his last name, especially when he makes dinner reservations this time of year. "People always think I am the name, especially when he makes dinner reservations this time of year. "People always think I am making a joke," he said.

But it's the truth - the name comes from his father, who was French and German. "Claus is French," he explains.

You may think he'd be the perfect candidate to play Santa during the holidays, but it's actually Claus' mother-in-law who fills the role, as she enjoys delivering bags of gifts to family members on Christmas Eve. Claus serves as one of Santa's helpers, as do Mrs. Claus - wife Janet - and their "elves" - son Matthew and daughter Jennifer.

Twenty-four-year CEMA member Peter Claus.

Prepping for the future

If you've been to the Rancho Murieta Training Center (RMTC) this year, you've probably heard my presentation about prepping for the future. If not, here it is:

Let's start by looking at the generations (experts differ on some of the dates, but this is close):

- The Lost Generation: 1883-1900
- The G.I. Generation: 1901-1924
- The Silent Generation: 1925-1945
- The Baby Boomers: 1946-1965
- Generation X: 1966-1980
- Generation Z: 1996-present

Let's look at the three generations that are in the work force today:

The Baby Boomers - about 82 million, some of whom have already retired; Generation X (Gen X) - about 51 million; and the Millennials (Generation Y) - about 75 million, some of whom have not yet entered the work force.

Eighty-two million baby boomers are retiring in the near future. In the next five years, the bulk of the baby boomers will have reached age 60. Right now, many of the baby boomers hold key positions. When they retire, those positions will be available for the right people - those who have prepared.

Fifty-one million Gen X-ers will have to fill the voids left by the baby boomers. The Millennials will also have the opportunity to move into those key positions, if they are ready.

So what do you do to get ready? Become more versatile and more valuable. The more you know and can do, the more marketable you are.

As Local 3 members, we are already valuable assets, but we can always increase our value with training and experience. Earning a degree and participating in trade associations makes you stand out. If you're entering the work force, find someone who will mentor you.

Junior colleges offer a variety of courses that pertain to our industry. A large portion of their funding is targeted toward developing and improving a work force. Welding and automotive classes are great for mechanics.

Construction management is a great course for operators. If English isn't your native language, you might want to improve your English skills. If your English is good, how's your Spanish? Since about 36 percent of California's population is Hispanic, it wouldn't hurt to know enough Spanish to communicate. These skills could mean you have a lower unemployment rate.

RMTC offers year-round training to all qualified members at no charge. We'll even put you up and feed you for free. We offer backhoe, crane, dozer, excavator, grading, paving and cement paving classes (weather permitting). We also offer specialty classes. Visit www.o3.org and click on the "Training" tab, then click on "California," and you'll find a complete list and descriptions of our courses as well as our latest training schedule.

We offer a complete line of mechanic courses too.

RMTC also offers certificate and certification-card courses, such as: National Commission for the Certification of Crane Operators (NCCCO); Hazmat; Hazwoper; Mine Safety and Health Administration (MSHA) part 48; Commercial Driver's License (CDL); Occupational Safety and Health Administration (OSHA) 10; Rigger; Signalperson; First Aid/CPR; Air Conditioning; and more. If you can't find something you need, contact us at (916) 354-2029, because we may be setting one up as we speak, or, if it's within our jurisdiction and enough members want it, we will set one up.

Our economy is in a serious slump right now, but it will pick up, and from my past experience, I know that when it does, it ramps up fast. You need to be ready for those key positions. Don't wait, or it may be too late.

RMTC offers initial and refresher courses year-round. Contact us at the number listed above, or e-mail us at RMTC@oe3.org, and don't forget to check out our Web site for updates and changes. We are here for you.
Of battery myth and other unanswered questions

Myth or fact: Batteries should not be stored on the ground or on a concrete floor? With today’s battery-case materials, this is a myth. This story dates back 100 years when batteries were constructed of wood and asphalt. The acid would leak out resulting in a slow-discharging circuit through the conductive floor.

How are batteries rated?

Batteries were rated by the ampere-hour method until 1971 when the Society of Automotive Engineers adopted new standards. Batteries are currently rated according to their state of charge capacity.

Cold-cranking performance: The discharge load in amperes, which a new, fully charged battery at 0 degrees Fahrenheit can continuously deliver for 30 seconds and maintain a voltage of 1.2 volts per cell.

Cranking performance: The discharge load in amperes, which a new, fully charged battery at 32 degrees Fahrenheit can continuously deliver for 30 seconds and maintain a voltage of 1.2 volts per cell.

Reserve capacity: The number of minutes that a new, fully charged battery at 80 degrees Fahrenheit can be continuously discharged at 25 amperes and maintain a terminal voltage equal to or greater than 1.75 volts per cell.

What is the difference between a starting battery and a deep-cycle battery?

A starting battery is used to start the engine. These batteries provide a large current for a short period of time and have a large number of thin plates to achieve maximum surface area for high-current capability. The plates are constructed of a sponge lead. Starting batteries are designed to only be discharged 2 percent to 5 percent. If deep-cycled, the sponge lead is quickly consumed and falls to the bottom of the cell. A starting battery may only be deep-cycled 30 to 150 times before failure but will last for thousands of cycles under normal circumstances.

The deep-cycle battery is constructed with much thicker plates comprised of solid lead. This allows the battery to be discharged up to 80 percent.

What is a gelled battery?

In a gelled battery, the acid has been thickened or “gelled” by the addition of silica gel. This makes the electrolyte a solid mass similar in consistency to Jell-O. The advantage of the gelled battery is that it is impossible to spill the acid allowing for battery installation in any position. A disadvantage is that it must be charged at a slower rate.

How can the battery condition or state of charge be determined?

The specific gravity is measured in each cell using a hydrometer. Specific gravity is the concentration of sulfuric acid to water in the electrolyte solution. Refer to the following chart comparing specific gravity and state of charge:

<table>
<thead>
<tr>
<th>State of Charge</th>
<th>Specific Gravity</th>
</tr>
</thead>
<tbody>
<tr>
<td>100%</td>
<td>1.277</td>
</tr>
<tr>
<td>90%</td>
<td>1.258</td>
</tr>
<tr>
<td>80%</td>
<td>1.238</td>
</tr>
<tr>
<td>70%</td>
<td>1.217</td>
</tr>
<tr>
<td>60%</td>
<td>1.195</td>
</tr>
<tr>
<td>50%</td>
<td>1.172</td>
</tr>
</tbody>
</table>

Note: These values vary with temperature – add 0.004 to the specific gravity for every 10 degrees above 80 degrees Fahrenheit, and subtract 0.004 for every 10 degrees below 80 degrees Fahrenheit. Because the specific gravity cannot be measured in the maintenance-free battery, determine the state of charge with the following steps:

1. Remove the surface charge, which is a false voltage reading on the battery plates resulting from a charging cycle. This can be done by either cranking the engine (do not allow the engine to start) for five seconds or by placing a load on the battery with a load tester.

2. Determine the state of charge by measuring the battery’s open circuit voltage (the battery is neither delivering nor receiving electricity) with a multi-meter. The following chart indicates the approximate state of charge based on battery voltage:

<table>
<thead>
<tr>
<th>State of Charge</th>
<th>Battery Voltage</th>
<th>Volts/Cell</th>
</tr>
</thead>
<tbody>
<tr>
<td>100%</td>
<td>12.7</td>
<td>2.12</td>
</tr>
<tr>
<td>90%</td>
<td>12.5</td>
<td>2.05</td>
</tr>
<tr>
<td>80%</td>
<td>12.42</td>
<td>2.07</td>
</tr>
<tr>
<td>70%</td>
<td>12.32</td>
<td>2.05</td>
</tr>
<tr>
<td>60%</td>
<td>12.20</td>
<td>2.03</td>
</tr>
<tr>
<td>50%</td>
<td>12.06</td>
<td>2.01</td>
</tr>
</tbody>
</table>

The state of charge will give a good indication as to the battery condition, but only a sustained load test will determine the ampere condition of the battery.
BYPASSING BAD HEALTH
Rohnert Park retiree loses 220 pounds; gains a more fulfilling life

By Jamie Johnston, associate editor

Less is more if you ask Retiree George Slack. At less than half his weight two years ago, he's gained more in life than he ever thought possible.

After dropping 220 pounds - shrinking from 386 pounds to about 170 - Slack said he feels like a new man in an entirely new world. By 70 years old, he's able to do things he couldn't before, as his weight loss also helped him fight off Diabetes, improve his endurance and give him a new outlook on life.

"I've lost more weight than I weigh now," said Slack, a 47-year member and retired oiler. "I feel top-notch. It's really changed my life around. It absolutely has. It's a whole new life for me. I'm going to enjoy it too."

Slack's way out was gastric bypass surgery, a procedure that divides the stomach into a small upper pouch and a much larger, lower "remnant" pouch and re-arranges the small intestine to allow both pouches to stay connected to it.

"This was not a spur of the moment thing," he said about his November 2007 surgery. "I was looking for bypass surgery for a long time. Problem was he couldn't find a local doctor who specialized in the procedure. He knew people who went to Mexico for the surgery 15 to 20 years ago, but "I didn't want to do that.""

After years of research, Slack's dreams finally became reality, but the results weren't exactly dreamy.

Shortly after his stomach reduction, Slack saw an improvement with his Diabetes and was able to stop taking the high dosages of insulin and other medications he used to take twice a day. He also had a dramatic weight loss, dropping between 200 and 250 pounds quickly. However, "I couldn't keep anything down," he said. He was losing muscle, nutrients and protein. He was dizzy and became lactose intolerant. "I was getting nothing," he said.

During a regular visit to his heart doctor in August 2008, Slack passed out and was rushed to the emergency room. Among other problems, Slack was diagnosed with anemia, dehydration and malnutrition. After four weeks in the hospital, he had a second, corrective surgery.

"I'm not sure what he did," Slack said of his new doctor, but "I felt good the next day, and I feel better every day."

It took months of recovery to get to where he is today, but now, Slack said "I've got more energy than I have in a lot of years." The only medication he takes now is a baby Aspirin once a day for his heart. His sugar count dropped from 300 to the low 80s.

"I'm feeling better than I have in a long time, since I don't know when," he said. And slimmer.

"Before I had this done, I had 5X shirts. Now I'm between medium and large. I had to give away all my clothes - all my shirts, all my pants, even my underwear. I had to start from scratch. I had to get everything but socks," he said and laughed. "I've got ribs that I didn't know I had... When I walk by a full-length mirror, I look to see if the other half is following me."

Although Slack's initial surgery went bad, he recommends gastric bypass surgery for those who need it. He blames his negative results on a lack of follow-up from him and his doctor.

"If a person does this, you really have to stay in touch with your doctors," he said. "Don't be afraid to ask questions, not just of your doctors, but also of people who have done it before."

Slack now belongs to a support group with other patients who've had the surgery.

"It's just changed everything. I have a different life altogether. I just wish my wife was here to enjoy it," he said of his spouse, who passed away six months before his surgery.

Slack is now the president of the Shriners club in Ukiah and belongs to the Elks club and the Masons. He recently took a trip to the Sundial Bridge in Redding and walked all around. "This is stuff that I couldn't do before."

He's also eating better. He has to, as his stomach is about a quarter of the size it used to be.

"I was a meat-and-potatoes man, and I would eat - you can't believe what I used to eat! Before; I'd go to a restaurant and eat dinner, and it wouldn't be enough. I'd have to eat when I got home. Now he can only eat about half his serving."

Slack's father passed away at age 94, "so I see I have 24 more years if I can match him." That's his plan, and he'll make every year count!
Rally sends strong message: Local 3 won't back down

Road Machinery rally draws unions, politicians

Is that a real coffin? Yes. In line with the favorite Halloween tradition, the authentic coffin, built by Stockton Business Rep. John Brueckner, was part of the "trick" alongside many "treats" during the Oct. 30 Halloween Eve Rally held outside the West Sacramento Road Machinery facility.

Strikers, staff members, volunteers and supporters dressed in costume and delivered the wooden casket with a life-sized rat laid to rest to the Road Machinery shop sending a message: Local 3 won't take anything lying down. The only thing they will lay down is their tools, as they stand up in protest of the company's Unfair Labor Practices (ULPs). The strike against Road Machinery started Sept. 15 after the company's continued violations of federal labor laws and its refusal to offer its workers the Fair contract. Since the strike's inception, the Road Machinery facility in Fresno has shut its doors, leaving the strikers and staff to continue their pickets outside the Redding and West Sacramento facilities.

On Oct. 30, nearly 100 people showed up in support of the strikers, including Yolo County Supervisor Mike McGowan, Sacramento County Supervisor Roger Dickinson and Sacramento City Council candidate Lisa Kaplan. Other stand-out supporters included Treasurer William Kalani Mahoe in a tailored zoot suit, Strike Mom Sarah Sandifer (Unit 12 Business Rep., Gladys Perry's mother), who flew in from Chicago to support the strikers in her witch costume, and representatives from the Laborers Local 185 and the Carpenters Local 46. Carpenters Senior Field Rep. Michael Leong and his crew donated their giant, inflated pig to stand beside our own giant rat in front of the facility. The Carpenters also donated shrits to the strikers.

"This is not just a Local 3 issue, but a union issue. We stand side-by-side with you," said Leong.

Hamburgers, hot dogs, cookies and various Halloween treats were served as part of the day's festivities, but inside the Road Machinery facility, management "vampires" feasted on nothing and showed no smiles.

McGowan commented: "These guys [Local 3 strikers] fight the fight every day, and they have my full support."

Attention members: We need your help. Local 3 is on strike against Road Machinery, the Northern California Komatsu dealer. If you have Komatsu equipment on your jobsite, or if you see any service work being done by Road Machinery or any other non-union company, please call your district office immediately. You are our Army.
Bu·lingam* billillibn=delillair boom

Story and photos by Jamie Johnston, associate editor

As many districts button up for the winter, Burlingame is buzzing with work after several billion-dollar projects broke ground throughout District 01 this fall.

Members are working on everything from routine road rehabilitation to building the first tunnel under the San Francisco Bay. According to Business Rep. Charlie Lavery, these projects require many Operating Engineers and will provide work for years to come. Funding has come from local, regional, state and federal sources.

Transbay Transit Center

One of the biggest-ticket projects on the books is the Transbay Transit Center, valued at more than $4 billion. Envisioned as the West Coast's version of New York City's Grand Central Station, the terminal will serve as the San Francisco hub for high-speed rail, Caltrain, BART, MUNI, AC Transit, SanTrans, Golden Gate Transit and bus companies like Greyhound. McGuire and Hester has the first phase of the project and is building a temporary terminal with the help of signatory subcontractors Evans Brothers, Inc. and Phoenix Electric.

Evans Brothers, Inc. will also help demolish the original, 70-year-old terminal, which no longer meets the transportation needs of the region. Signatory Webcor has the contract to build the new, permanent, 1 million-square-foot terminal downtown, with Malcolm Drilling and Raito doing preliminary foundation work and Towill doing the surveying. Caltrain's tracks will also be extended 1.3 miles underground. The project is expected to create even more work down the road as homes, offices, parks and shops are built around the station.

The new center should be up and running by 2018, and if the high-speed rail component is completed, it's expected to serve more than 20 million people annually. The California High-Speed Rail Authority Board, which Business Manager Russ Burns sits on, applied for more than $4.7 billion of Federal Stimulus funds for the 800-mile train system. The application includes $980 million for the section from San Francisco to San Jose.

Hetch Hetchy Water System Improvement Program

Also providing a lot of work is the San Francisco Public Utilities Commission (SFPUC) Hetch Hetchy Water System Improvement Program (WSIP). In improving water distribution from the Hetch Hetchy Reservoir in Yosemite National Park to San Francisco, more than $1.1 billion of work will be created in District 01 and $4.3 billion system-wide through 2014. Thanks in large part to Vice President Carl Goff, much of the work will be union, as Goff was instrumental in establishing a Project Labor Agreement (PLA) for the project.

The WSIP consists of more than 80 projects over seven

Heavy Duty Repair (HDR)

Mechanic Bill Carpenter works on the Shank/Balfour Beatty Crystal Springs Bypass project.

Operator Richard Murphy works for McGuire and Hester at the Transbay Transit Center in San Francisco.

Operator Joe McNamara works on the sewer at General Hospital.

Fifteen-year member and Welder Michael Ford works on the Shank/Balfour Beatty Crystal Springs Bypass project in San Mateo.

Backhoe Operator Kiu Maafu and Excavator Operator Victor Powe work together on the utility relocation portion of Doyle Drive, a $1 billion project in San Francisco's historic Presidio.

Billion-dollar break-

- Bay Bridge retrof-
- Transbay Transit-
- Hospitals: $2.387
- SFPUC Hetch Hetchy
- Doyle Drive recor,
counties, from Tuolumne County to downtown San Francisco, to repair, replace and seismically upgrade the original pipelines, tunnels, reservoirs, pump stations, storage tanks and dams and prevent them from being destroyed in the event of another big earthquake. About half of the projects are located in the city; the other half span across the Central Valley and southern Alameda and Santa Clara counties.

This fall, members went to work on another piece of the Hetch Hetchy puzzle: Shank/Balfour Beatty's Crystal Springs Water Bypass tunnel. The job entails lowering a Tunnel Boring Machine (TBM), created by Shank, into a 155-foot-deep, 32-foot-wide, vertical tunnel and boring the first of three tunnels at 4,200 feet long. The second tunnel will soon break ground in more ways than one, as the five-mile project will be the first built under the Bay.

Signatories Mountain Cascade, Shaw Pipeline, Inc. and JMB Construction are also working on PUC WSIP projects in the district.

Doyle Drive

The Doyle Drive replacement is yet another big-dollar project that recently broke ground. With a price tag of more than $1 billion, crews will relocate water, power and sewer lines and replace the roadway that connects Lombard Street and the Golden Gate Bridge through San Francisco's historic Presidio. Caltrans received $70 million in Federal Stimulus funds, and Lavery assures members that the project will be "operator-heavy" as it continues through 2013. Ghilotti Bros., Inc. and subcontractors Cal State Constructors, Bass Electric and St. Francis Electric have 12 operators working overtime on the utility relocation phase of the project. C.C. Myers will soon start the third phase of the project, which involves the southbound high viaduct, permanent roadway, the Southern Park Presidio interchange and the Ruckman undercrossing.

Hospitals

The Burlingame District also encompasses more than $2 billion worth of work on medical facilities. With a price tag of $887 million, Webcor has members working on the San Francisco General Hospital rebuild, while subcontractor A&B Construction is doing the utility relocation on the project.

Local 3 is working with the San Francisco Building Trades Council on plans by the California Pacific Medical Center (CPMC) to build a new $1.5 billion hospital at the site of the Cathedral Hill Hotel on Van Ness Avenue.

Believe it or not, this is just a peek at Burlingame's overall work picture, so we can safely say that 2010 is looking good already.
The billion-dollar Doyle Drive project, which has been renamed the Presidio Parkway, is gearing up in San Francisco. Construction of the elevated roadway that connects the Golden Gate Bridge with Lombard Street and downtown will provide several jobs for Local 3 members. Ghilotti Bros., Inc. and Bass Electric are re-routing the underground utilities. C.C. Myers was the low bidder for the first phase of construction, which includes building a section of roadway, an undercrossing and the Southern Park Presidio Interchange. Work started in November. Five other contracts will be released over the next couple of years. The project received $780 million in Federal Stimulus money, which helped jumpstart the work. (For more on this job and other billion-dollar-plus projects in District 01, read the story on page 16.)

In Marin and Sonoma counties, Local 3 suffered a setback in getting the Haystack Landing Asphalt Plant built on the Petaluma River. The Sonoma County Board of Supervisors voted to kill the project on a 3-2 vote. The project would have created 30 permanent Operating Engineers jobs at the San Rafael Rock Quarry and several more at the batch plant and in barge operations. The project was a state-of-the-art plant that would have lowered the amount of greenhouse gases, thus being beneficial to environmental goals. A barge of aggregate would have taken 400 semi-trucks off the road. One vote cost us three dozen jobs! Politics really make a difference. There is a slim chance that the project will be resurrected, but the plant will have to be scaled back and fully enclosed.

In San Mateo County, G. Bortolotto is working in Redwood City. Operating Engineers Craig Rolling, Gary Bortolotto, Virginia Bortolotto and Jose Perez were all smiles when we came out for a visit. Another signatory working in Redwood City is West Valley Construction. The company did a fantastic job on city-street upgrades.

Toward the west side of the Dumbarton Bridge, Cooper Crane and Rigging is working on an excavation/dredging job for the wetlands. This should keep about 10 Local 3 members working throughout the winter. At the same location four years earlier, Pacific Environmental Contractors did a HazMat job to remove lead shot from the site of an old shooting range on the bay lands. This "green" job is providing some welcomed "greenbeaks" to our membership.

Terminal 2 at the San Francisco International Airport (SFO) is keeping about 15 operators working, with companies like Ghilotti Bros. and Synergy.

Shank/Balfour Beatty, a Joint Venture (JV), is the contractor on the Crystal Springs Bypass Tunnel. The company is on schedule, as is Kiewit, which has the Devil’s Slide project.

Though asphalt and concrete production has once again slowed down due to inclement weather, operators such as Jose Maldonado at Central Concrete and Supply in South San Francisco are keeping their heads up.

Our Voice of the Engineer (VOTE) program is the backbone to new work in our industry. As mentioned above, politics do play a role in our pocketbooks, and this is why it is so important to help us help you. We need you at precinct walks and phone banking. If you would like to participate in this cause, please call the Hall at (650) 652-7969. Thank you for the support.

Our fifth annual Pancake Breakfast and Motorcycle Toy Run will be held on Saturday, Dec. 19 at the Veterans’ Memorial Building at 427 Main St. in Suisun City. Pancakes and sausage will be served at 8 a.m. followed by a short ride to the Mission Solano headquarters. Bring an unwrapped toy, and enjoy some good food and good times with your Local 3 brothers and sisters.

This has been a great season for dredging in Local 3. In addition to our Bay Area, Delta and Santa Cruz projects, we now have work on the North Coast. Fort Bragg is home to Noyo Harbor, a small but active harbor that needs dredging about every two to three years. This year, a small contractor decided to tackle this project and put some Local 3 dredgers to work. RDA Contracting was awarded the project and subcontracted the work to Camenzind Dredging. On the Paul Dredge, Kurt, Burt and Bart Camenzind, Greg Niemeth and Curtis Fosnaugh tirelessly worked to clear the channel and keep the harbor open.

We recently attended an updated pre-job conference with Rudolph and Sletten on the Verizon project in Fairfield. With the project’s dollar amount shaved down to about $18 million, there have been some slight modifications to the size of the building and the number of piles to drive, but it will still keep several members busy until mid-November 2010. Ghilotti Construction is going strong on the North Texas project and is switching traffic to the newly paved and graded sections as they are completed. Ghilotti Bros. is up and running on the North Connector project with hopes of getting a lot done before the winter storms arrive. On Hwy. 12 between Suisun City and Rio Vista, RGW Construction is widening and doing other various improvements, but heed this warning: The speed limit in construction zones is 45 mph. The California Highway Patrol (CHP) has a zero-tolerance policy in this particular zone, and no excuses will be heard. Remember to slow for the cone zone. It’s our brothers and sisters working in these areas! With the winter season upon us, allow yourself ample time for adverse weather and for your vehicle’s windows to defrost before driving in the morning.

Apprenticeship Spotlight

District 04 would like to congratulate Construction Equipment Operator (CEO) apprentices Randy Quinn, Dustin Van Housten and Skyler Shearer for advancing to journey-level status in October. Van Housten spent his entire apprenticeship with Heide & Williams, and Shearer logged all of his hours with Ghilotti Construction.
ROHNERT PARK  | Bidding tight on Hwy. 101 work – O.C. Jones wins new phase

The work picture in District 10 remains slow, and bidding on projects is very competitive. O.C. Jones is the low bidder on the next phase of the Hwy. 101 widening through Sonoma County. The next phase starts at Rohnert Park Expressway and continues about eight miles south to the Pepper Road/Hwy. 101 onramp. This is in conjunction with two ongoing projects on Hwy. 101: Ghilotti Brothers, R.M. Harris and W.C. Maloney are widening the highway and building a new overcrossing at Wilfred Avenue in Rohnert Park, and O.C. Jones is widening the highway from Santa Rosa to Windsor. Bidding on this new phase was very tight, with O.C. Jones’ bid of $52.347 million, Ghilotti Brothers’ bid of $52.44 million, and Maloney’s bid of $52.529 million.

At the time of this writing, the Stage Gulch Road improvement project is ready to bid. The engineer’s estimate is $18.5 million. The project will improve the outlaided, two-lane Hwy. 116 with widening, turn lanes, railroad, and new pavement between Adobe Road and Arnold Drive.

Ghilotti Construction is working on wheelchair-ramp improvements and overpasses on Dutton Avenue and Coffey Lane in Santa Rosa. The company finished intersection and signaling improvements at Trinity Road and Arnold Drive on Hwy. 12 in Glen Ellen and an overlay on Hwy. 12 near Oakmont.

Argonaut Construction paved Hwy. 20 near the Colusa County line and the Hwy. 20 widening between Nice and Upper Lake. The company completed a lane-widening turn pocket near Lower Lake.

Future work in District 10 includes: The Bishop Drive Sewer Improvement project for the city of Santa Rosa valued at $81.1 million and Caltrans’ culvert-replacement project at various locations on Hwy. 101 in Mendocino County. The city of Santa Rosa is in the design phase for the Farmers Lane extension valued at $80 million, and the Sonoma Marin Transit has a $44 million project in the planning stages for Old Railroad Square. This site will include a transit station and mixed-use retail and apartments.

Let’s all hope for a short winter and an improving economy in 2010, so our brothers and sisters in District 10 can enjoy a good standard of living. That means continued infrastructure improvements for our streets and highways and a return of the private building market.

Merry Christmas and happy New Year’s to all our union brothers and sisters!

NEVADA | Ruby Pipeline should start in July

We have reached the final month of what will hopefully be the end of a less than stellar year. Someone once said that into everyone’s life a little rain must fall. We believe this person was beaten senseless with a tree branch from the mudslide caused by the torrential downpour. This was not one of our better years, and hopefully this will change in 2010.

In the Reno area, most of the projects are winterized. A few miscellaneous projects continue as weather allows, including Q&D Construction’s Vista Boulevard and McCarran Boulevard projects and Granite Construction’s Military Road and Carson Airport projects, but those are few and far between. Local entities have been slow in revealing the projects they wish to advertise. According to the prospectus, 1-580 from Moana to I-80, the Meadowood Mall Interchange and the Pyramid-McCarran Interchange are scheduled to be advertised at this time of writing. For Nevada, the biggest news is that Ruby Pipeline is scheduled to start in July 2010. The project consists of 680 miles of 42-inch gas pipe from Wyoming to Oregon. PE BEN began racking pipe near Winnemucca until permit issues arose. Ideally, by the time this is printed, those issues have been resolved, and the racking yard in Winnemucca will be re-opened along with two more yards near Carlin and Gerlach. Luckily, Precision Pipelines’ yard near Osino was not affected, and the company has been able to continue working. We would like to remind all of our members that pipeline training is available through the International Union of Operating Engineers (IUOE).

A few projects up for bid are I-80 at Nightingale (estimated at $13 million), Lamoille Canyon (estimated at $8 million) and the U.S. 93 Wildlife underpasses (estimated at $4.5 million).

In the Elko area, work was fairly steady this fall. Amex Construction is finishing work from a previous project at the Cortez Gold Mine and picked up projects for Cortez at the Blue Mountain truck shop and Newmont at Gold Quarry. The company is still crushing for Barrick at Gold Strike Mickle Mine. N.A. Degerstrom, Inc. picked up where it left off at Ross, but unfortunately, work has slowed down at the Hycroft Mine. Q&D Construction is finishing projects at Great Basin College in Elko and Battle Mountain Airport and was the low bidder on a new mini-storage site on the Mountain City Highway. Canyon Construction was the low bidder on the Railroad Street rehab in Elko and is finishing projects at the school and water-pump house in Wendover. Fresher Construction is working at the Elko Airport.

Our district meeting is on Dec. 9 at 7 p.m., and New Member Orientation (NMO) is on Dec. 16 at 6 p.m. The Nevada Joint Apprenticeship Committee (JAC) is offering Mine Safety and Health Administration (MSHA) Part 48, Occupational Safety Health Administration (OSHA) 10 and various other classes throughout the winter. Please call the Nevada Apprenticeship Office at (775) 575-2729 for times and availability. Also, as the season comes to a close, please make sure to update and verify your contact information and certifications as needed.

Remember to work safely and prepare yourself for the adverse conditions that accompany the weather. We wish everyone a happy holiday season and a prosperous new year.
STOCKTON I  Winter is upon us; it looks like it going to be a wet one

Here's a recap of the many projects in the Stockton District that keep the work picture going:

PCL Civil Constructors' 880 million Tesla Portal project with subcontractors W.C. Maloney and Teichert Construction continues. Proven Management is working on the Delta water-system project and started the 810.1 million Tulloch Tri-Dam project in October. Balfour Beatty is on the south canal Camanche Lake project. Mountain Cascade has the 8.5-mile water line from Plymouth to Sutter Creek. George Reed has road reconstruction, widening and overlays throughout six counties. Pacific Mechanical Corporation is working on the Modesto Tertiary Wastewater Treatment Plant. Nehemiah Construction is working on the Whitmore Avenue overcrossing. George Reed has the 812.9 million Keyes Improvement project and CA-219 exit/Kiernan Road projects with subcontractors Sybion Reid and Mozingo Construction. Sierra Mountain Construction is doing the water-treatment plant in West Point. Mozingo Construction has the 83.9 million Big Hill water-system improvements, which should start soon. Ford Construction is working at Chinese Camp at the Gardella Reservoir and on the Phoenix Lake Bridge Deck projects.

To meet new state and federal standards, a lot of water- and wastewater-treatment plants will break ground in the near future.

A reminder: Stay current on the out-of-work list. Please make sure your phone number and address are correct. To register on the list, contact Dispatcher Tim Grimes at (209) 943-2332.

Top Grade Construction’s Tracy Defense Depot project

Blade Operator Matt Theodore.

Skippy Operator Kurt Theodore.

Excavator Operator Danny Pease.

OAKLAND I  Solyndra project should employ 3,000-plus

Winter weather is here, and companies have been winterizing in preparation, however, a lot of jobs are still going forward in the district.

The Calaveras Dam may be in danger of a collapse in the event of a major earthquake. In the 1920s when the dam was constructed, it was designed to provide enough water for San Francisco and the greater south Bay. The Calaveras Dam was built with the power of horses and wagons. Now, years later, the state of California has deemed the dam unsafe, as it is only able to safely hold about 40 percent of its capacity. In the event of a major earthquake, the dam could fail, collapse and cause a major flood through the city of Fremont and its surrounding area. Once the environmental-impact reports are completed and approved, the rebuilding of this dam should begin. This project is part of a 84.3 billion renovation by the San Francisco Public Utilities Commission (SFPUC) to upgrade its Hetch Hetchy water system and provide more reliability through any future droughts. The rebuild is anticipated to begin in 2011 and should be finished by 2015. When this project is in full swing, it could put as many as 100 Local 3 members to work. Let's keep our fingers crossed, and hopefully that project will come soon.

In the west part of District 20, talks are still going on at the Chevron project. Also, in Fremont, Shimmick/Skanska is preparing for the Warm Springs BART extension coming in early 2010. The 2.3-mile section goes through Lake Elizabeth and under Stevenson Boulevard. Also coming to bid this month is seven miles of 72-inch pipeline through Fremont and Newark at a bid of $98 million. This will be the start of the SFPUC Hetch Hetchy upgrade. SFPUC hopes to have operators working on it by year's end, and so do we!

Rudolph & Sletten is also in Fremont, working on the Solyndra project. This manufacturing facility, known as Fab 2, will ultimately produce photo-voltaic cells unlike any we have seen. DeSilva & Gates began moving dirt with Griffin Soil doing the stabilization. Crews have been working two 10-hour shifts since the middle of September. Solyndra estimates the construction of Fab 2 will employ more than 3,000 people.

In Brentwood, the civic center project broke ground on Nov. 10. This project was awarded to Lathrop Construction at more than $285 million. This project requires local hiring, so we will have a few operators on that job.

Congratulations to Tutor-Saliba Corporation for being awarded the fourth bore of the Caldecott Tunnel at more than $257 million. This project should bring much-needed traffic relief to the Bay Area as well as good jobs in the near future.

In Berkeley, a lot of work is still going on at the UC Berkeley campus and around town.

Apprenticeship Spotlight

Fifth-step Construction Equipment Operator (CEO) Apprentice King Brooks currently works for Carone & Co. He has a great attitude, follows instructions well, has progressed nicely in learning our trade and has shown foreman potential.

District 20 would also like to congratulate Jason Sprosty, a crane operator who just journeyed out with King Crane, and Ayodele Patterson Sr., who recently journeyed out as a CEO.
HAWAII I Experienced operators utilized on Kaneohe job

The work picture is looking better. If all goes well, Hawaii's rail should be in the planning stages this month.

Also good news: The North-South Road freeway ramp opened in October.

Royal Contracting finished a retaining wall for Burger King in Kaneohe in October located on the windward side of the island of Oahu. Since this location gets a lot of rainfall, and the hillside is almost a vertical drop into residential homes below, this was a job for experienced operators. Thankfully, Excavator Operator Patrick Valmoja, who has more than 18 years with Local 3, and Superintendent Allan Saguibo, a Local 3 member for more than 35 years, were up for the challenge.

We wish all of our members a very Mele Kalikimaka and Hau'oli Makahiki '14.5-

EUREKA I Eureka Crab Feed scheduled for Presidents' Day weekend

The season is winding down with the rains upon us, and everybody is winterizing projects.

Granite has the east and west ramps built at the Alton Interchange and is in the process of paving the west side with hopes of doing the bridge work this winter.

Ken Wahlund and Haskell are plugging away at the PG&E Power Plant. Hopefully, Bigge Crane set the big diesel engines and generators in mid-November. Day Zimmerman is also working on the decommissioning side of the project.

Mercer Fraser has numerous projects throughout the district. Member Justin Zabel has been keeping his pencil sharp!

K.G. Walters from Santa Rosa is the low bidder on the Rio Dell Solids and Disinfection Management project valued at $1,596 million. The project was expected to start in mid-November.

UTAH I Operators set record at Mountain Crane/Kiewit Clyde jobsite

Mountain Crane set the longest concrete girders in the United States at Kiewit Clyde's Joint Venture (JV) Beck Street jobsite. The girders totaled 260,000 pounds, including rigging, and were 197.5 feet in length. The lifts were performed by several cranes, including Mountain Crane's 500-ton Demag, 300-ton Link Belt, 220- and 275-ton Manitowoc, 275-ton Kobelco and 90-ton Grove. Local 3 crane operators Mike Rose, Eric Dummer, Roy Justice and Rob Mackey set girders on the bridge, which completes the southbound lane bridge erection and allows traffic to switch this month. Mountain Crane will set the northbound lanes next year.

District 12 is holding a food drive again this year to help those in need. Many union families in Utah are struggling and need our help. Please bring non-perishable items to the Hall at 1958 West North Temple in Salt Lake City, or give them to your business representative as soon as possible to help those families in need. All your donated food will be delivered to the Union Labor Center.

For those of you who are on the out-of-work list and wish to attend journey-level upgrade classes, please contact Apprenticeship Secretary Brenda Sweet at (801) 596-7785 to schedule your classes. The classes for December and January are as follows:

December
Dec. 4: Eight-hour Mine Safety and Health Administration (MSHA) refresher
Dec. 5: Written Certification of Crane Operators (CCO) study
Dec. 12: Written CCO review
Dec. 13: Written CCO test
Dec. 18: First-aid class
Dec. 21-23: Twenty-four-hour MSHA

January
Jan. 15: First-aid
Jan. 18-21: Forty-hour Hazmat class
Jan. 22: Operational Quality Control (OQC) pipeline class
Jan. 29: Eight-hour Hazmat refresher class
An eight-hour Hazwoper class will be scheduled for February if a minimum of 20 members sign up to attend. Interested members must have a current Hazwoper card to qualify for the class.

With work surfacing in the district, we want to remind members about some of the rules of the hiring Hall:

If a member is being dispatched with an employer letter, it is the member's responsibility to visit the Hall at 4856 North Cedar and get dispatched before reporting to work.

When the Hall is filling an off-list order, the dispatcher calls the telephone number(s) that are on file for the member. If the member does not answer, a message will be left when possible, and if a second number is available, that number will be called immediately thereafter. The dispatcher continues down the list until someone is reached to accept the dispatch. Therefore, it is important to be available whenever possible to receive a call for a job.

FRESNO

Don't miss out on work because of an outdated phone number

If a member is not eligible for a 10-year letter, he or she may qualify for a five-year letter if the member has a hiring status, has been dispatched and worked for the employer within the last five years. If you have any questions, call the Hall at (559) 229-4083.

YUBA CITY

The only dumb question is the one you don't ask

Season’s greetings from District 60. With 2009 just about behind us and the 2010 season coming, we are reminded of the many jobs we visited, the members we met and the questions and comments we’ve received. We get many questions about working rules, wage rates, job-placement regulations, Pension, Pension Health and Welfare and medical coverage, to name a few. There are many different employers who are signatory with Operating Engineers and almost as you work under, these may be just a small JVeliare eligibility/Pension and vacation coverage, to name a few. There are many activities; there are afew more common questions:

What do my dues do?

This is a great question, and the more we all understand about our union, the clearer this answer becomes. The short answer is: Service to workers; negotiating contracts; preparing bargaining proposals; handling grievances; legal services; arbitrations; demonstrations; strikes; organizing activities; political activities; and lobbying. Depending on what contract you work under, these may be just a small part of what your dues do. We have three great Web sites: www.oe3.org, www.iueo.org and www.iuoestateunit12.org. Check them out, and get involved. All the dues money in the world is no substitute for your involvement in our future.

Here are a few more common questions:

When will my insurance run out? How does my hour bank work? How long does it take for my employer to deposit my vacation pay? What are unemployed dues? What if I am hurt and can't work - can the union help me with my dues? Why did I fall off the out-of-work list? Why did my number on the out-of-work list go up? When can I retire? I worked Sunday night and didn’t get double time. Why? Can my boss make me work Saturday for straight time?

Those are the easy ones. No question is a dumb question except the one you don’t ask. They get harder when someone asks: My boss keeps putting laborers on equipment, and I'm getting tired of it, but, if he finds out I called you, he will lay me off and won't call me back. What should I do? Our union has great resources in place for its members and some really great people who like to help.

Any question you have, please call the Hall at (530) 743-7321. Dispatcher Danny Roles and Secretary Michelle Taylor can get you 800-numbers for important departments, like the Fringe Benefits Service Center - (800) 532-2105 - and the Health and Welfare eligibility/Pension and vacation pay line - (800) 251-5014.

If you haven't been handed one of our business cards yet, below are the numbers for your district staff:

District Rep. Dave Slack: (530) 308-4462
Organizer/Business Rep. Ron Roman: (530) 308-5618
Joint Apprenticeship Committee (JAC) Coordinator Bob Center: (530) 308-4883
Business Rep. Ed Ritchie: (530) 308-4446
Public Employee Business Rep. Mike Minton: (530) 722-7258

District 60’s work picture for 2010 looks good. Many of the projects mentioned in past issues of Engineers News will be back on the job board in 2010 for completion, as will the most current information on upcoming projects. The job board is located in the Hall lobby at 468 Century Park Drive. Come by, and check it out.
REDDING I Antlers Bridge project to begin in the new year

A big thanks goes out to all who have been involved with the Road Machinery strike in District 70. We appreciate your support. We will prevail, and thanks again for your unselfish service.

Work has slowed, and most projects in the district have finished; however, bridge projects in the area are still going. We look forward to the start of the Antlers Bridge in Lakehead in early 2010. Steve Manning Construction will work in Lassen Park next year, as weather will prevent much of anything being done before the year ends. C.C. Myers/Knife River continue the I-5 roadway project in Red Bluff, which should be completed by year’s end.

For information concerning upcoming work in the district, please call the Hall at (530) 222-6093, and stay current on your registration.

The District 70 staff would like to wish you and your family a happy holiday season.

MORGAN HILL I Two newly signed companies go to work in District 90

Brothers and sisters: First of all, thank you for being united and as a union in these difficult times, especially in a year like this. This year has come to an end, and we are hoping that 2010 will be better as our economy improves.

We encourage everyone to sign up for the Hazwoper 40-hour class on Jan. 25-29 and the eight-hour Hazwoper class on Jan. 9 and Jan. 25 in the Morgan Hill Hall at 325 Digital Drive. Please call Dispatcher Dennis Garringer at (408) 465-8260 to register.

Some jobs did come our way late in the year. Papich Construction of Pismo Beach has a $3 million overlay at the end of Monterey County from Camp Roberts to Bradley that requires about eight miles of overlay in the north and southbound lanes. Eight journey-level operators and one apprentice went to work on the rubberized asphalt shoulders and ramps on Hwy. 101, which are very sticky at times.

We would like to thank Business Rep. Ed Wodzienski for taking photographs of the night paving at Monterey Peninsula Airport. The work was performed by Granite Construction of Monterey Bay out of Watsonville. This $5 million project included grading, grinding, grooving, electrical, demolition and underground work and was performed at night on a special single shift. The same branch of Granite Construction is also at the Salinas Municipal Airport on a $2.3 million job that includes the same scope of work as the job in Monterey. The only difference is the work is performed during the day with two added features. Soil stabilization is being performed by Western out of Pixon and John Bales Engineering Inc., a new contractor based out of Big Bear City that District 90 signed to the Master Agreement.

East Laurel Drive improvements in Salinas were awarded to McGuire and Hester’s southern division out of Morgan Hill for $2.4 million. This job is based on Americans with Disabilities Act (ADA)-compliant access ramps, video-detector settings on existing street-signal lights, improved landscaping, curb and gutter work, grinding, paving and underground work.

HSR out of Santa Clara is working as a subcontractor for Drill Tech on a new retaining wall overlooking Monterey Bay and the Pacific Ocean on East Cliff Drive in Santa Cruz. This $6.1 million job battles with the tides and planning with the city, which has presented many obstacles. HSR is also doing a retaining wall and lane-widening on northbound Hwy. 17 south of Vine Hill Road. Night paving on this job has a price tag of $1.5 million.

Top Grade was awarded a $1.4 million job on the Santa Cruz High School track and field, where a new, rubberized geo track will replace the old one. The job includes underground work, grading, lime-treating, demolition and new landscaping.

On Hwy. 1 about 29 miles south of Big Sur is a tiny place called Lucia where two major projects have started. Calex Engineering Company out of Newhall, a new contractor that we signed to the Master Agreement, is repairing a landslide and installing a soldier-pile wall, drilling and doing tiebacks and storm-drainage replacements on Hwy. 1 for $2 million. Within five miles from this site, Golden State Bridge was awarded a $29.5 million bridge job at Purkin’s Curve Bridge and Rockshed.

On Hwy. 1 from Carmel to Castroville, J. Fletcher Creamer is installing metal beam guardrail along a 12-mile stretch of highway. Crews are working nights, Sunday through Thursday, on the $1.3 million project.

Granite Rock Pavex was awarded the Monterey Street Reconstruction project for $1.2 million. Work includes replacing old storm drain pipes, adding sanitary sewer lines, curbs and gutters and performing grinding and paving.

DeSilva Gates was awarded a new Caltrans interchange project in north Monterey County two miles south of the Santa Cruz County line in Watsonville at Salinas Road and Hwy. 1 for $12 million that will be constructed in early spring. The project has been a very long process. Sadly, many lives have been lost over the last 20 years.

District 90 and Local 3 would like to wish everyone and their families and friends a merry Christmas and a happy New Year.

DISTRICT REPORTS  

December 2009 | 23
For the members in District 80 who are unaware: Local 3 is on strike against Road Machinery.

As of October 2008, Road Machinery, a company from Arizona, took over three union facilities from Cummins West/Shanahan Equipment. The company’s facilities in West Sacramento, Redding and Fresno distributed Komatsu Construction equipment and parts. Local 3 members have taken care of warranty issues, maintenance and servicing of Komatsu equipment for many of our signatory employers in Northern California.

At the time of this writing, the Fresno facility has closed. The remaining employees had been working without a contract since May 2009. Through negotiations, Road Machinery wants the members out of the union’s Pension Plan, which some have contributed to for more than 10 years, and about $3.50 an hour in the wages and benefits reduction they received since the takeover. In

the help of our members, Local 3 staff and signatory employers, the goal is to get a fair contract.

Thanks to the employees for sticking together and standing up for their rights as Local 3 members and the many volunteers who spent their time on the picket line with them. We would also like to thank the Local 3 staff for their dedication to represent the members in their endeavors. For more on this strike, see page 15 in this edition.

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Congratulation to Roger Flansburg for retiring after 21 years with Operating Engineers. Flansburg was a Local 12 member from 1988 to 1995. He transferred to Local 3 in 1995 and started a 10-year career with Granite. In 2005, he went to work for Teichert, where he spent the last four years of his career.

The District 80 staff wishes everyone a safe and happy holiday.

Local 3 says goodbye to longtime member

Sixty-nine-year-old member George “Buzz” Blaisdell passed away on Oct. 5, 2009. He was 85 years young. A big man with a big heart, Buzz worked from the time he could walk, first on his grandfather’s sugar beet and cattle ranch, then in the tail timber of Oregon. He joined Operating Engineers at age 17, following in the footsteps of his father, George Blaisdell, a charter member of Local 701 in Portland, Ore.

With Ray River Construction, Buzz helped build many of the big highways in Oregon and Northern California. He eventually became a co-owner of Misty GEB Construction and later started GEB Sons with his son, Craig, and son-in-law, Duane Boyer, both Local 3 members. Buzz remained active in the construction industry until he retired in 1999. He took great pride in the fact that Craig and Duane continued his legacy.

Buzz is survived by his wife, Peggy; children Craig and Catherine; step-children Kim and Julie; nine grandchildren and 11 great-grandchildren. He was preceded in death by wife Amaryllis. Condolences can be sent to Peggy Blaisdell at 660 E. 100 S., Apt. 105, Salt Lake City, Utah, 84102.
Election of Market and Geographic Area Committee Members

Business Manager Russ Burns has announced the election of Market and Geographic Area Committee members will take place at each district's regularly scheduled district meeting, except for Hawaii, during the first quarter of 2010 with eligibility rules as follows:

1) Must be a member in good standing of the parent local
2) Must be living in the committee's geographical area
3) Must be working/making a living in the industry in that area
4) Must be an "A" journey-level operator
5) Cannot be an owner-operator
6) No member will be nominated unless he or she is present at the meeting and will accept the nomination and position, if elected
7) No member is allowed to serve more than two consecutive terms on the Market and Geographic Area Committee

The schedule of the meetings at which these elections will be held appears on this page under "District Meetings."

2010 Political Action and Grievance Committee Election

Rec. Corres. Secretary Jim Sullivan has announced that in accordance with Article X, Section 10 of the Local 3 Bylaws, the election of Political Action and Grievance Committee members will take place at the first regular quarterly district meeting of 2010.

The schedule of meetings at which these elections will be held appears on this page under "District Meetings."

Honorary Membership

The following retirees have 35 or more years of membership in Local 3 as of October and are eligible for Honorary Membership effective Jan. 1, 2010.

- Stuart Akuna 1615542 District 17: Hawaii
- Roy D. Burnett 1419105 District 17: Hawaii
- Manuel Escovedo 1547691 District 20: Oakland
- Bruce C. Gill 1519426 District 01: Burlingame
- Bennett Goodlett 1414247 District 60: Yuba City
- Donald Jones 0994132 District 30: Stockton
- Michael Jorgensen 1075513 District 20: Oakland
- Thomas R. Madruga 1624215 District 30: Stockton
- Gary McKeague 1606657 District 17: Hawaii
- Earl W. More 1189114 District 60: Yuba City
- Robert Palk 1606641 District 17: Hawaii
- Lowell Perkins 1606892 District 17: Hawaii
- Max W. Reab 1613535 District 10: Rohner Park
- John Rudolph 1620480 District 40: Eureka
- Everett Spencer 1578664 District 17: Hawaii
- S. M. Spurgeon 1238799 District 90: Morgan Hill

Service pins

In honor and remembrance of years of service in Local 3, service pins are available to members with 25 or more years of membership in Local 3. These pins come in five-year increments from 25 through 70 years of service. Please contact your district office to receive your pins, and browse through a photo gallery of recipients at www.oe3.org. A pin-recipient spread will also appear in an upcoming Engineers News, highlighting some of the most recently awarded, so stay tuned!
### 51 YEARS OF MEMBERSHIP

<table>
<thead>
<tr>
<th>Name</th>
<th>Member Since</th>
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<tbody>
<tr>
<td>Sun Algarra</td>
<td>1971</td>
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<td>Gordon R. Adams</td>
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<td>John B. Amstutz</td>
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<td>Fred W. Anderson</td>
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<td>G. Robert Anderson</td>
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<td>L. D. Anderson</td>
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<td>James Arnesdale</td>
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<td>F. B. Archer Jr.</td>
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<td>Martin K. Archuleta</td>
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<td>S. Atkinski</td>
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<td>Russell Bisbock</td>
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<td>William Bachman</td>
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<td>Earl E. Banta</td>
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<td>John L. Barnard</td>
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<td>Leon Barnett</td>
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<td>Martin Baston</td>
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<td>Jim Beeler</td>
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<td>Elwood Beckman</td>
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<td>Herman Bertolino</td>
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<td>Norman G. Bliss</td>
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<td>Andrew Bodine</td>
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<td>Salvatore Bonfante</td>
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<td>Richard Bounie</td>
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<td>Bob Boyd</td>
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<td>Grover L. Brown</td>
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<td>Jerry Brazil</td>
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<td>Francisco Brown</td>
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<td>Boyd L. Brown</td>
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<td>Curtis Brown</td>
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<td>Ron M. Bryan</td>
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<td>Paul R. Bryan</td>
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<td>John Burtn</td>
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<td>Lawynn Cookslet</td>
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<td>Elena Cyphert</td>
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<td>Donald M. Davis</td>
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<td>Frank J. D'Anna</td>
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<td>Charles Donnelly</td>
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<td>Robert Drake</td>
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<td>Virgil Dryden</td>
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<td>Kenneth Duran</td>
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<td>Marvin Edwards</td>
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<td>James W. Every</td>
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<td>Joe Frank</td>
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<td>Herman Gatiff</td>
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<td>Paul Garcia</td>
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<td>Stephen Garret</td>
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<td>Frank F. Georges</td>
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<td>Alton G. Gordon</td>
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<td>Frank H. Golettes</td>
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<td>Chester Grant</td>
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<td>David Grant</td>
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<td>Kenneth Green</td>
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<td>Allen R. Grebenik</td>
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<td>Gilmore Griffith</td>
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<td>Eugene Hall</td>
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<td>Keith Holub</td>
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<td>Kenneth G. Hannnes</td>
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<td>Robert Harvey</td>
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<td>Wesley Hay</td>
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<td>Thomas Hite</td>
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<td>James Hobstine</td>
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The Local 3 officers, Executive Board and the Scholarship Board of Directors understand that the workplace is rapidly changing, and many jobs require skills that can be attained only with a good education. Local 3 is dedicated to giving our young people the opportunity to succeed by providing them with the chance to further their education and training. For this reason, Local 3 awards annual scholarships to sons, daughters, stepchildren and foster children of Local 3 members.

ACADEMIC SCHOLARSHIPS

Four college scholarships will be awarded to children of Local 3 members: Two scholarships of $3,000 each will be awarded to the first-place female and male applicants; two scholarships of $2,000 each will be awarded to the second-place female and male applicants. These scholarships must be used for study at an accredited U.S. college or university.

Winners also receive an additional $1,000 per year from the Scholarship Fund for the second, third and fourth years of college, provided they remain full-time students.

The academic scholarships will not impose restrictions of any kind on the course of study. Recipients may accept any other grants or awards, which do not rule out scholarship aid from other sources.

WHO MAY APPLY

Children of Local 3 members may apply for an academic scholarship. One parent of the applicant must be a Local 3 member for at least one year immediately preceding the date of the application.

Children of deceased Local 3 members are eligible to apply for the scholarships. The parent of the applicant must have been a Local 3 member in good standing for at least one year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of either: 1) the fall semester (beginning in 2009) or: 2) the spring semester (beginning in 2010), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance in the university or college of their choice. Students selected for a scholarship must have achieved not less than a B cumulative average in their high school work.

Applications will be accepted between Jan. 1, 2010 and March 31, 2010.

AWARDING ACADEMIC SCHOLARSHIPS

Upon receipt of the application and required forms, Local 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University of Berkeley Scholarship Selection Committee will submit recommendations for finalists to the Scholarship Foundation’s Board of Directors. The list of potential winners and their qualifications will be reviewed by the Board, and the winners will be selected.

Academic scholarship winners will be announced at Local 3’s June Executive Board meeting. Checks will be deposited in the winning students’ names at the college or university they plan to attend.

Applicants who are not selected for an academic scholarship will automatically be eligible for OE3 Merit Scholarships, which are discussed in detail at right.

INSTRUCTIONS

All of the following items must be received by March 31, 2010:

1. The application and essay are to be filled out and returned by the applicant.
2. The report on the applicant and transcript is to be filled out by the high school principal or person he or she designates and returned directly to Local 3 by the official completing it.
3. One to three letters of recommendation giving information about the applicant’s character and ability from teachers, community leaders, family friends or others who know the applicant should be submitted with the application.
4. A recent photograph, preferably two inches by three inches, with the applicant’s name written on the back should be clear enough to reproduce in the Engineers News.
5. The name, address and phone number of the applicant’s local newspaper for the purpose of sending a press release on behalf of each winner.

OE3 MERIT SCHOLARSHIPS

In addition to the four academic scholarships, Local 3’s Scholarship Foundation will award 20 $500 Merit Scholarships through a raffle drawing to be held at Local 3’s July Executive Board meeting. Applicants need not be present to win.

OE3 Merit Scholarships are available only to the sons, daughters, stepchildren and foster children of Local 3 members. One parent of the applicant must be a Local 3 member for at least one year immediately preceding the date of the application.

Children of deceased Local 3 members are eligible to apply for the scholarships if the parent was a Local 3 member for at least one year immediately preceding the date of death.

Children of Local 3 members who plan to attend college or a trade school are eligible to apply. They will not be judged on academic qualifications. All applicants who apply for the Local 3 academic scholarships and do not win will automatically qualify for this drawing. A second application is not necessary.

Applications will be accepted from Jan. 1, 2010 to March 31, 2010. Previous winners are not eligible to apply.

The money will be funded when the college or trade school confirms the winner is a full-time student.

WHERE TO GET APPLICATIONS

OE3 Academic and Merit Scholarship applications are available at the local’s district offices, credit union branches and online at www.oe3.org. It is the applicant’s responsibility to submit the application to the address below, which must be received no later than March 31, 2010:

Jim Sullivan
Recording- Corresponding Secretary
E/o Lisa Ward
Operating Engineers Local Union No. 3
1620 South Loop Road
Alameda, CA 94502-7090

FOR SALE: A 1993 International 4900 dump truck 32,300, 32,000 air brakes. 10 speed. 181,313 miles. 88,000 OB(). Also: A 1997 Townmaster 720 trailer 25,900, 25,000 air brakes. 88,000 OB(). Call (408) 223-7390 or (408) 730-9160. Ref 1235511.

FOR SALE: A Honda 4 wheel drive, 3.9 3rd gear super duty, extra gauges; highway rig. Always garaged and serviced. 80,000 miles. $3,000 OB(). Call (415) 697-3864 or (415) 697-3865. Also: A 1994 Southwind 32-foot basement-model Class A motorhome. Has 30,000 miles. Excellent condition. $16,000 OBO. Will trade for property. (916) 381-8007. Ref 1171929.


FOR SALE: A 2005 Dodge Ram Big Horn addition, Turbo Diesel automatic transmission, four-wheel drive, extended cab, four doors, short bed. Has white-on-marble interior, pop-camper and running boards. 34,947 miles. $24,500. (707) 705-9912. Ref 2072199.


FOR SALE: A 2002 Yamaha, 15 hp, 2 stroke, 4 stroke, 6 stroke. 3 stroke. $1,500 each. (209) 763-1016. 3 stroke. (209) 763-1017. (209) 763-1006 and for more info, call jessie7905@worldline.net. Located in home. Call (530) 394421.


Duran & Venables, Local 3 provides 2 tons of food for poor

At a time when unemployment climbs, most folks have little to give. Financial concerns are particularly difficult during the holidays. For others, the spirit of giving is even stronger.

For Local 3 signatory Duran & Venables, giving is popular, since its annual month-long food drive was a complete success this year, despite troubling times.

"It is important to continue this tradition, even in the face of a challenging economy," explained Duran & Venables President, Sean Venables.

This is the third year the company helped raise food for the Milpitas Food Pantry by hosting a barbecue for employees, vendors and members of the local community. The drive raised nearly 2 tons of food, and nearly 20 Operating Engineers gave their time and effort.

According to Director of the Milpitas Food Pantry, Karen Kolander, "Duran & Venables' Food Drive so far exceeded anything that I had imagined. I was blown away. The employee and vendor participation was like nothing I had ever seen before, and together, they delivered and unloaded an incredible amount of food!"

The Milpitas Food Pantry distributes food to low and no-income residents. The pantry serves about 300 households, comprising of about 900 individuals every month. Families range in size from one to 12. They also assist a number of elderly and homeless.

We salute you, Duran & Venables and the Local 3 members who assisted in making this year's holidays a little brighter.