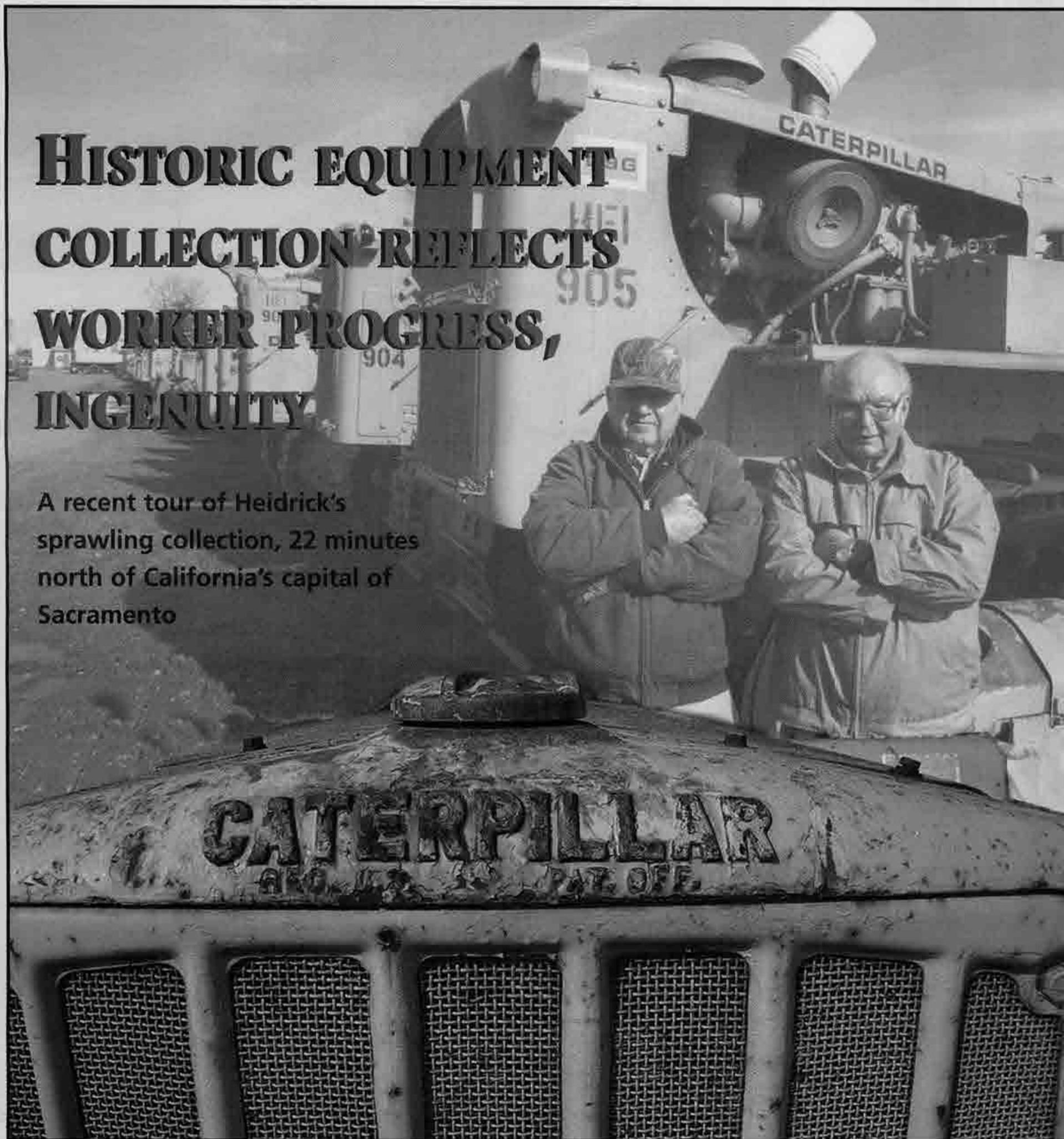


ENGINEERSnews

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HISTORIC EQUIPMENT COLLECTION REFLECTS WORKER PROGRESS, INGENUITY

A recent tour of Heidrick's sprawling collection, 22 minutes north of California's capital of Sacramento



FOR THE good & welfare



By

DON DOSER

**Business
Manager**

Time to play defense

For those of us who listened closely during the presidential debates last fall, it was clear that George W. Bush's position on labor would not benefit working families should he win the presidency. We understood then, as we do now, that a Bush administration presents extra challenges to union members across the country. Over the next four years, we must meet these challenges with vigilance, hard work and superior organization. Bush may have stolen the election, but he won't steal the rights we've fought so hard to win.

On guard

There are several issues central to the progress of the labor movement: Paycheck protection, the minimum wage and collective bargaining rights. Bush's record on each of these hasn't favored our cause.

As governor of Texas, Bush supported paycheck protection, an initiative that increases the political influence of big business by placing burdensome restrictions on union campaign contributions. Paycheck protection is the national equivalent of California's Prop. 226, the ballot initiative we worked hard to defeat in 1998. In short, working families suffer when big businesses are allowed to continue outspending unions 11 to 1.

Bush's record on minimum wage isn't any better. He has said numerous times that he supports a federal increase only if individual states can opt out. This condition renders the increase meaningless since states can arbitrarily

decide whether to apply it.

As for collective bargaining rights, Bush has bragged about Texas' anti-labor environment on several occasions. As a right-to-work state, Texas ranks near the bottom for wages and unionization of the manufacturing workforce. Despite this, Bush continues to support initiatives that lower employers' costs and Texas' below-average manufacturing wages.

Get involved

There's never been a more critical time to get involved. In less than two years, voters will decide who controls the U.S. House of Representatives. Will the Congress remain anti-labor like our current president? That depends on the action we take now.

Start by talking up the issues at your jobsite. Spread the word to other operators who could be negatively impacted by an anti-labor Congress and presidency. Your district representative can help you with this task. We also offer political training for those of you who want to take a more active role in educating your fellow union members. Cindy Tuttle, director of political training for Local 3, is available toll free at (866) 8Local3. Please contact her if you're interested in learning more.

Labor has made many gains over the past eight years, and we must not let Bush erode our progress during the next four. Now is not the time to sit back and throw our hands up; now is the time to get involved.

We must protect what's ours.

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FIND US ON THE WEB AT:
<http://www.oel3.org>

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Fred Heidrick, Jr., left, and Earl Rogers stand by a row of Caterpillar D9s from the early 1960s. Photo is taken at the Heidrick family ranch west of Woodland, Calif., home to the 400-vehicle collection of ag, construction and truck equipment and the family's Heidrick Ag History Center.

Below (on the cover): The radiator for a 1930s-vintage Caterpillar gathers rust on the Heidrick farm.

HISTORIC EQUIPMENT COLLECTION
REFLECTS WORKER PROGRESS, INGENUITY

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IN THE NEWS

State construction for 2000 hits double-digit level

With year-end figures calculated, California's construction activity for 2000 concluded its fourth consecutive annual double-digit increase with total construction activity at \$61.64 billion, up 12 percent from 1999, including both private and public works.

According to statistical data gathered by the Construction Industry Research Board, CIRB, the state's private building construction, residential and nonresidential, accelerated to \$46.49 billion, up 9.7 percent from 1999, while public works construction, which includes heavy highway and the public sector, escalated to \$15.15 billion, up 19.6 percent from 1999.

Near record December figures for nonresidential and heavy construction was the main impetus that helped close California's construction activity in the final month of 2000 to \$5.076 billion, up 11.3 percent from November and up 17.5 percent from December 1999.

According to Ben Bartolotto, director of the Research Board, heavy construction's total for December doubled from November totaling \$1.065 billion. Two \$200 million plus projects led the way; a \$266 million private toll road project in San Diego County and a \$260 million Metro rail from Pasadena to downtown Los Angeles.

Further, permits issued in December for private nonresidential building have a total value of construction at \$1.477 billion. Seasonally adjusted, this month's total is an annual rate of \$23.30 billion, up 19.5 percent from November and is the largest rate for any month since December 1986. Large projects contributed to December's robust rate.

Adjusted for inflation, CIRB forecasts the state's construction volume in 2001 to total \$62.94 billion. This is up 2.17 percent from 2000. CIRB forecasts by sector for 2001, also adjusted for inflation, include total public works construction up 5.1 percent to \$15.93 billion; heavy construction up 6.9 percent to \$9.96 billion and private nonresidential construction slowing to a slight 0.3 percent to \$18.64 billion. Total residential building is forecast to increase 1.7 percent in 2001.

Further, with the current slow down in the high-tech industry, CIRB anticipates a decline, specifically in the nine-county Bay Area region, which led the state in nonresidential building in 2000 with a 45.2-percent increase while reaching a record \$7.167 billion, up \$2.232 billion from 1999.

Finally, California's continuing energy problems could impact these forecasts.

Despite signs, economy remains strong – for now

Nobody likes a whiner, least of all me. And no one likes to hear only depressing gloom-and-doom predictions about the American economy, and you won't hear that from me either. (President Bush, maybe, but not me.)

Instead, allow me to try to make sense out of the politicizing of our dollars and cents. Certain strengths about our economy may be getting overlooked, especially our mighty construction industry.

First, however, I wouldn't take too seriously every prediction about a looming recession. We may be in for some economic bumps in the road, but as of early February, the overall view remains one of strength.

Consider these points:

Fact: The California Department of Finance believes the image that our economy is on the rocks is flat wrong. The reality: California may be the economic engine that leads the nation in avoiding a recession.

Fact: Recent reports out of Washington, D.C., show that most experts expect the economy to rebound by late 2001 and return to long-term growth.

Fact: California and other Western states account for most recent job growth. This occurred during the last three months of 2000, despite California accounting for only 12 percent of the nation's workers.

Fact: The Golden State's non-farm payroll grew by 124,400 of the 230,000 new jobs created nationally during the fourth quarter of 2000, and that ain't bad.

Fact: 21 new power plants are proposed or under construction in California and quick approval for more is expected. Gov. Gray Davis is using emergency powers to help with his goal to have 5,000 megawatts of electricity, enough to power 5 million homes, on line by July.

Fact: Union labor has played a big role in job growth, and union labor will be there for the new construction.

In summary, any slowdown would be far worse without Western workers.

Bush has political reasons for sounding the doom-and-gloom alarms, and they center around his plans for tax cuts. But look around. A lot of our members are working and should continue to do so for months to come.

talking points



By

JOHN BONILLA

President

Will of Steel

32-year member Willie Lee puts heart, leg into community project

By Amy Modun, Managing Editor

"This is good exercise," Willie Lee said as he made his way up the Pittsburg High School stadium steps to show off the press box he's building. A 30-year member of Operating Engineers Local 3, Lee has helped build many structures and, in comparison, this particular one might not seem nearly as grand as some of those others. It is, after all, a mere 14 tons of steel – virtually weightless compared to an airport runway or a highway bridge. And built for only \$75,000 in community donations, the press box is a true bargain. Its construction should have been a piece of cake for everyone involved, especially for Lee who's used to putting in long, hard hours to finish challenging projects. But in fact, this particular job would take far more than Lee's knowledge and experience. It would literally take a piece of himself.

Lee takes initiative

About the time Lee's twin sons graduated from PHS in 1997, the press box was in dire need of replacement. It had been condemned the year before and remained off limits during the last football season in which Lee's sons played before graduating. A PHS alumnus himself, Lee formed a committee with other parents to raise money to build a new press box. Lee volunteered to be the project contractor. Over the next few years, he worked on his own spare time developing plans, raising money within the community, and obtaining state approval for the structural design of the press box. Lee finally began construction in February 2000, and for several months, all went as planned until one evening that summer.

On July 25, 2000, after working a double shift at the San Jose Airport, Lee arrived at the high school with just enough daylight left to make some progress on the project. With excavation complete, Lee began setting the steel columns that would support the weight of the press box. Working alone, he used a forklift to set the first steel beam into place and bolted it to the foundation. For the next steel beam, Lee followed the same procedure. But this time, when he went to remove the chokers from the forks, the tire that held the forklift in place slipped off its platform and began to roll backward. Lee tried to jump on the machine and reach the control lever that would have put it in forward, but when he did, his left leg got caught between the forklift and the steel column, crushing the bone and nearly twisting it off.

Hanging on

Despite tremendous pain, Lee remained conscious. He was able to reach the lever and roll the machine forward to free his leg. When he looked down, he saw it

dangling by only a few tendons. Below the knee, his leg was rotated 180 degrees so that his heel faced forward and his toes faced backward. Lee closed his eyes and released his grip on the machine. He collapsed onto the ground and began to holler for help, but the sound of his voice only echoed into the empty distance. The sun had almost set.

Lee lay immobilized for what seemed like an eternity before paramedics arrived to take him by helicopter to Eden Medical Center in Castro Valley. In reality, only five minutes elapsed from the time he collapsed to the time committee member Tim Stone arrived and called for help. Lee would spend four weeks in the hospital undergoing painful surgeries to reset his tibia. A fourth surgery is scheduled this spring to graft skin from his calf to replace skin damaged by the accident.

In the meantime, Lee hasn't let his injured leg put a limp in his spirit. He said he's not bitter about the price he had to pay for the project, even if it means his gradesetting days are over.

"I'm not giving up on this project. This is a commitment I made to the community and to the kids. I don't want to fail them." Willie Lee

"I'm not giving up on this project," Lee said. "This is a commitment I made to the community and to the kids. I don't want to fail them. Even though I can't do the physical work myself, I'm going to make sure the press box gets done."

Lee said he hopes the new press box will inspire the play of PHS team members. He's proud that football stars John Henry Johnson, Regan Upshaw and Joe Foyer played in the same stadium he's helping to improve. From the bleachers, Lee said he also hopes to watch more future stars get their start at his alma mater.

His next step

As for what he'll do next, Lee definitely has a few ideas, and sitting around all day isn't one of them.

"I plan to run for city council," Lee said with a chuckle. "I would've won the seat for this last year, but having to campaign from my hospital bed put me at a disadvantage."

Ditching his crutches is also next on the list. Lee said he expects to walk without them as soon as he completes his next operation and physical therapy sessions. Until then, Lee proudly stands by the work he's done.

"This press box will not rock because it doesn't sit on bleachers," Lee said. "It's overbuilt, and it will still be here when nothing else is."



Above: Willie Lee stands inside the Pittsburg High School press box he helped build until injuring his leg last July.



Above: Lee overlooks the Pittsburg football field from inside the PHS press box.

IN THE NEWS

Union pays tribute to its volunteers

Due to space limitations, the story on volunteers in last month's issue of *Engineers News* did not include photos of four volunteers cited for their contributions. Instead, their photos are included this month.

The volunteers are:

1. Victor Cenicerros of San Jose District.
2. Evelyn Quigg, seated, of Yuba City District, who is joined by friends Penny Poulus and Bing Penninton, plus Quigg's husband, union-retiree Harold Quigg, far right.
3. Maria Shagun, also of the Yuba City District.
4. Del Surette of Sacramento District receives volunteer award from an aid to Assemblywoman Helen Thomson.
5. Bill Bozeman, Utah District.

Thank YOU

Volunteers of the Year:



1



4



3



2



5

FROM rancho murieta

Crane operator certification



Few would disagree that the crane operator is an important key to the safe and productive operation of any crane project. We all know how devastating a crane accident can be in terms of personal injury and damage to equipment and facilities. How do you determine whether an operator has the skills and knowledge necessary to perform his duties without putting himself and others at risk? Our job at Rancho Murieta Training Center is to ensure qualified, safe union operators.

After several dramatic fatal crane accidents during the 1980s and early 1990s, government officials pushed for crane operator-training certification. To beat the federal Office of Safety and Health Administration to the punch, the crane industry worked to put a certification program in place. The National Commission for the Certification of Crane Operators, an independent, non-profit organization, was established to administer a nationwide program to certify crane operators. The program created a standard method for measuring the skills and knowledge crane operators have acquired and the authority to certify those operators who meet performance standards.

A CCO task force decided that the examination of crane operators should follow the requirements of the ANSI/ASME B30.5 mobile crane standard by containing three parts: a written test, a practical test and a medical evaluation. This task force was made up of individuals from the construction industry, crane manufacturers and the federal government. The challenge was to create a testing program that fit the wide variety of crane uses. A pilot program using hundreds of operators and other experts in crane safety was held to determine questions and what set of basic skills and knowledge about cranes would be relevant. The results established a core examination and four specialty exams, one for each of four types of cranes: lattice boom crawler cranes, lattice boom truck cranes, telescopic boom cranes (17.5 tons or less) and telescopic boom cranes (more than 17.5 tons).

CCO issues a certificate of competence to operators who meet the requirements of written, medical and practical exams, demonstrating their knowledge and skill in safe crane operation. The written

examination consists of a core exam and at least one specialty exam. The test has its own medical criteria, but will also accept a federal Department of Transportation physical, as required for a commercial drivers' license.

The written test

The ASME B30.5 mobile crane standard requires operators to "demonstrate their ability to read, write, comprehend and exhibit arithmetic skills and load/capacity chart usage, in the language of the crane manufacturer's operation and maintenance materials."

What areas do test candidates fail on the most? We say there are three areas: Load charts, load charts and load charts. Knowledgeable crane experts agree that there is no more abused, misunderstood or just plain ignored aspect of crane operations than that of load charts. On today's high-tech, versatile machines, it would be foolhardy for the operator who ignores the rating chart. For example, the following would be the type and style of question that one might be asked:

When the boom length of the crane falls between the lengths listed in the load chart, you should use the capacity listed for:

- A) The next-longest boom length.
- B) The next-shortest boom length.
- C) A length estimated between the lengths in the chart.
- D) The next-longest or the next-shortest boom length, whichever is the lower capacity.

Answer: D.

The answers to this question and others like it are from two sources that cover all aspects of the crane industry. They are the ANSI/ASME B30.5 mobile crane standard and OSHA's 29 CFR 1926.550 standards. This information is covered thoroughly during the certified crane operator's class.

The practical exam

The practical exam comprises four main tasks, which test essentially generic skills for crane operators. These skills are hoisting, booming, swinging, following hand signals, and combination or multi-function operations. Operation is required with load and without load.



By
DAN SENECHAL

Director of the
Rancho Murieta
Training Center

(continued from previous page)

Briefly, here is a summary of the CCO practical exam tasks. Following a pre-test briefing and a familiarization period to allow the candidate to get the "feel" of the crane, the candidate must perform to an acceptable standard on each of the following four main tasks:

Task 1: Placing the ball

The candidate must swing the crane in order to bring the headache ball from a testing point to a target point.

Task 2: Hand signals

The candidate must respond to the examiner's standard B30.5 hand signals.

Task 3: Ball in barrel

The candidate must place the headache ball into each of two barrels in turn without overturning the drums.

Task 4: Zigzag corridor

The candidate must lift a load of predetermined size and weight into the air and swing, boom up or down, hoist up or down as he or she judges necessary to guide the load through a zigzag corridor without leaving the corridor. The candidate enters the corridor with the load at the farthest

point from the crane and guides it through the corridor to the point nearest the crane. The candidate then retraces or backtracks his or her steps through the corridor.

To be eligible to take the practical exam, candidates must have passed the written exam and be able to document 1,000 hours of crane-related experience during the previous five years. Crane-related experience is defined as operating, inspecting, maintenance or training.

Certification is the final link in a process that educates workers in the correct way to operate cranes. Informed operators make fewer mistakes, and therefore have fewer accidents. Clearly, everyone – employers, operators, and the general public – has much to gain from ensuring only qualified personnel operate cranes. The CCO program helps save lives and protects property to make the worksite safer. Participation in the CCO program is truly a win-win situation both for users and providers of crane services.

**SCHEDULE OF UPCOMING WRITTEN TEST DATES
AT RANCHO MURIETA TRAINING CENTER**

CCO test classes for March 2001

The class is currently filled.

Mandatory application deadline: Feb. 16.

Mandatory refresher classes: March 17 and 24 from 7 a.m.-5 p.m.

Written test: March 25 from 8 a.m.-5 p.m.

CCO Test Classes for June 2001

Openings available.

Mandatory application deadline: May 18.

Mandatory refresher classes: June 16 and 23 from 7 a.m.-5 p.m.

Written test: June 24 from 8 a.m.-5 p.m.

CCO Test classes for September 2001

Openings available.

Mandatory application deadline: Aug. 18.

Mandatory refresher classes: Aug. 15 and 22 from 7 a.m.-5 p.m.

Written test: Aug. 23 from 8 a.m.-5 p.m.

CCO test classes for December 2001

Openings available.

Mandatory application deadline: Nov. 9.

Mandatory refresher classes: Dec. 8 and 15 from 7 a.m.-5 p.m.

Written test: Dec. 16 from 8 a.m.-5 p.m.

Those wishing to sign up for CCO classes should contact the Rancho Murieta Training Center at (916) 354-2029.

For more information on other courses, read the *Engineers News* and check out our Web site at www.oe3.org regarding future classes.

FROM

**rancho
murieta**

By

DAN SENECHAL

Director of the
Rancho Murieta
Training Center

speaking out



By

DARELL STEELE

**Financial
Secretary**

Follow your dreams: Collective bargaining delivers

(Editor's note: This is the first of a two-part series examining the impact of collective bargaining.)

Union members represent a broad cross section of America. They come from every walk of life from throughout the country. And they want what any American wants:

- Peace.
- Prosperity and security.
- Dignity of the individual.

They want these for every American, and there are two ways they go about getting them.

One is through collective bargaining. The other is through political and social action.

Let's talk about collective bargaining.

Collective bargaining is a rational, democratic and peaceful way to resolve conflict. In recent years, about 150,000 collective bargaining agreements have been made. Only 2 percent of them were affected by strikes. Therefore, in 98 percent of cases, collective bargaining was successful.

Not a bad record.

Things were quite different around the turn of the century. There were not many unions then and those that existed had a tough time.

Employer resistance to collective bargaining was fierce--and too often violent. There was no National Labor Relations Act guaranteeing workers the right to organize and to promote collective bargaining. But workers persisted and the fledgling unions survived. Collective bargaining became the accepted way of regulating employer-employee disputes.

It took nerve, determination and guts for employees to stand up for their rights in those days. There were no job-safety standards, paid vacations, sick leave or retirement plans. Employers had exclusive control over policies on hiring, firing, promotions and layoffs.

But workers stood together to overcome those obstacles, and today we enjoy the results. You can't put a price tag on the human dignity individual workers feel when they stand up for their rights, and that's reflected in today's growing membership of Operating Engineers Local Union No. 3.

Let's keep following our dreams.

(Next month: What unions want.)



Mission Statement

Local 3 is committed to providing our employers and agencies with the highest skilled union members possible so the union can negotiate the best possible wages, fringe benefits and working conditions for our members. This cooperative relationship aims to improve the employer's competitiveness while raising the living standard and quality of life of union members and their families.

Local 3 is also committed to:

- *Electing politicians who support legislation and policies favorable to union members.*
- *Creating a level playing field for employers in the public bidding process.*
- *Building the highest quality infrastructure for the public good.*
- *Providing Local 3 members with a full-service and convenient financial institution, the Operating Engineers Local Union No. 3 Federal Credit Union, to help facilitate members' pursuit of a higher standard of living.*
- *Providing Local 3 members with a sound pension and retiree medical plan so union members can retire with dignity and financial security.*
- *Providing quality apprenticeship and journey-upgrade training so Operating Engineers can be the best in their respective industries.*
- *Improving the public education system through the support of bonds and other financing of school infrastructure.*

Union organizing to reflect new focus

As we have reported in recent issues of *Engineers News*, Local No. 3 is refocusing its organizing resources on maintaining and growing our traditional market share. Our targeting is now centered on industries in and around construction. These include construction and highway contractors, the rock sand and gravel industry, and the heavy-equipment mechanics that service the equipment.

Early successes

In the last six months we have had a number of successes in these fields, including four rock, sand and gravel plants, and two heavy equipment repair shops. Coupled with these successes the Organizing Department in Northern California has also contacted literally hundreds of non-union equipment operators to prepare for comprehensive campaigns planned for later this year. This has provided us with the issues for which these hands are willing to fight. Through the newly reorganized Research Department, we have also been developing company profiles to find the pressure points to use in the construction campaigns.

The next step

With this groundwork complete we now take our campaign to the next level. Working with the leadership of the local, we have targeted the Sacramento area for launching a construction-organizing blitz this year. Working with District Rep. Frank Herrera, district business agents and organizers will conduct both top-down and worker-based campaigns throughout our industry. A key element to success will involve the rank-and-file membership in our strategy. To accomplish this, we will conduct organizing outreach classes during early spring. We will also establish membership mobilization committees to give the membership a direct role in helping the local to organize. Membership involvement is crucial in educating non-union operators about the need to stand up for their rights.

Shoulder to shoulder

As Doser says, "We represent all operators in the industry." Standing shoulder to shoulder leaves no doubt that Local No. 3 will grow from strength to strength. With our local leading the way, non-union employers must be prepared to get on board or face the consequences of taking on the largest construction local union in America.

Organizing update

As this article was written, the 80 workers at Eldorado Disposal Services in Placerville marched on their boss and demanded recognition of Local 3. We also look forward to an election on Feb. 16 at Desert Aggregates. More details will be forthcoming in the next issue of the *Engineers News*.

"With Local No. 3's traditional tenacity, plus new organizing tactics, we are going to shake the non-union contractors to their very foundation."

— Business Manager Don Doser

FROM THE
**organ-
izing
dept.**



By

BOB MILLER

**Local 3
Treasurer**

**organizing
hotline**
(877)674-6493

NEWS FROM fringe benefits



By

**CHARLIE
WARREN**

Director

Union Vision Services available at Sacramento Hall

Union Vision Services, a full service vision care provider, is open at the Sacramento Union Hall and in Roseville in the UFCW 588 Building. Union Vision Services provides Operating Engineers and their families with state-of-the-art eye care, a wide range of top quality and designer eyewear and contact lenses. For those covered by the California Active and Retirees Health and Welfare's Vision Service Plan benefit, most of these services will be covered by the plan's \$7.50 deductible.

Along with the eye care offices in Sacramento and Roseville come the services of Dr. James Wu and Dr. Larry McPhail. Both Dr. Wu and Dr. McPhail have more than 25 years experience in optometry and are approved to treat and prescribe for ocular diseases, including foreign body removal and lacrimal duct irrigation.

To obtain vision care benefits at Union Vision Services in Sacramento, call (916) 567-0888 or (800) 567-0188. For the Roseville office call (916) 782-8080 or 800-994-9077. Dr. Wu, Dr. McPhail and their staff will provide you with friendly, personalized service designed to maximize your vision care benefit.



Historic equipment collection reflects worker progress, ingenuity

By Ray Sotero, Associate News Editor

FRED HEIDRICK of Woodland, Calif., brought more than a lunchbox and workgloves to the job.

His lifelong passion for collecting and restoring land-shaping heavy equipment, trucks and farm vehicles reflects the progress and ingenuity the best workers deliver to a worksite.

Along the way, Heidrick, 87, created a 400-vehicle legacy that promises to educate future generations on how the West was built – and how he and fellow Westerners helped create the tools to build it.

"People in the construction and farming industries can't believe what he's put together," Earl Rogers, a 50-year member of Operating Engineers Local No. 3, said during a recent tour of Heidrick's sprawling collection 22 minutes north of California's capital of Sacramento.

"A lot of heavy-equipment operators from out of state go (to his museum) just to see examples of everything there is," Rogers said. "There's this and there's that and, for a lot of us, it just brings the memories back. You hear things like, 'I remember when I was 20 years old running that RD8 (a 1930s-era Caterpillar dozer). You had to keep the booster springs on the steering clutch oiled and it still took two hands to pull it back.'"

An eclectic mix

Rogers' definition of "this and that" includes homemade tractors and wooden road graders, dual-engined dozers and two-ton levelers. There's even what's considered one of the rarest of Cats, the wide track Twenty-Eight crawler tractor, made from 1933-35.

About 150 of Heidrick's vehicles are on public display at the non-profit Heidrick Ag History Center in Woodland. About a third of those are examples of equipment used in heavy construction, many of them tractors.

Among them:

- **The tractors:** Among the collection is the first true production diesel-powered Caterpillar ever sold, around 1932 in nearby Davis, Calif. The Diesel Sixty-Five, serial No. IC2, is part of a collection that includes every major model line made by the manufacturer.

- **The blade:** A circa-1885 horse-drawn road grader made of wood, complete with revolutionary wheels that lean and a blade that tilts side to side, which helped hold the blade to its work—just like modern-era graders. This one required pure oomph to muscle its upright bar-style handle.

- **The ol' timer:** A 1913 Holt Model 70-120, the largest tiller wheel track-layer that Holt offered and predecessor to Caterpillar. Weighing in at a hefty 12 tons, it was built to haul artillery during World War I and was halfway to France when hostilities ended. "It's the only one left in the world that we



Fred Heidrick, Sr., the man whose job of fixing machinery led to a full-time hobby and a museum that bears his name. He's shown here inside his workshop.

know of and we've not seen anything like it," he said.

Nor, apparently, have many people seen collections like that assembled by Heidrick with key support from family, friends and like-minded vehicle-history buffs and preservationists.

"A lot of people collect stuff like this but don't restore it, and a lot of people collect a particular brand, like John Deere," Heidrick's son, Fred Heidrick, Jr., said. "But no one has the diversity that we have. We have orphans (one of kind models). We have first-ever models. We have one of the first tractors that had two motors.

"And they all run."

Each museum piece runs

It's a matter of pride to the Heidricks that every vehicle is restored to run as originally designed before graduating to museum status.

"They perform like they're supposed to," the younger Heidrick promised. "If you show something, you want to make sure it runs."

The elder Heidrick explained why.

"Call it termination. You just want to get something done, finished. You want to get to the top."

Vehicles not in the museum wait their turn in nearby barns and elsewhere. The museum is open to the public, but advance arrangements must be made to view off-site vehicles.

The result is a revolving collection that holds a mirror to the mechanized marriage of convenience between the agriculture and construction industries. The Heidricks have been key participants in that courtship. The offspring are the 100s of dozers, earth scrapers, trenchers, land levelers, road graders, tractors – even a turn-of-the-century Fordson shovel and the Sacramento region's first trencher – that helped write much of the history of modern construction innovations.

Like many trends, the Heidrick's fix-it bug was born of necessity. Lifelong Woodland-area farmers, patriarch Heidrick and his siblings began modestly.

"Father grew up poor during the Depression," Fred Heidrick, Jr., said. "He and his brothers and sisters worked on the farm and did their own repairs. They did such a good job their neighbors hired them out to do their farming and repairs."

Soon, they were constructing tractors out of old cars. A kiddie version featured an ingenious safety pedal that stopped movement when not engaged, a dandy feature should a youngster topple off.

"I was 4 years old, and it was mine," Heidrick junior said, smiling. "It had a crank, and that's how you started it."

(continued on next page)

(continued from page 11)

Ground breaking labor saver

The big breakthrough invention for the Heidricks, however, came during the mid-1930s. They called it the swather. Used while harvesting grain crops, the swather put an end to unwanted crushing of grain when a tractor and harvester "opened" a field, or began harvesting. In short, the Heidricks developed an economical system that saved grain.

"Before they made this, farmers were driving around the edge of the field and running over part of their own grain with the harvester and tractor," the younger Heidrick said. "It shattered a lot of the grain on the ground.

"But this," he said, motioning to the pristinely restored swather displayed in his father's museum, "solved all that. It cut the grain and threw it up on top of the next round (or row) so they didn't lose anything.

"They were the first to come up with that; they started their name with this machine."

Hobby helped children

The elder Heidrick attributed much of his initial motivation for focusing his children on repairing machinery to a desire to instill a healthy family outlet.

"The theory was to keep the kids home and have something for them to do that's interesting," he said during an interview at his workshop on the family farm west of Woodland. "Helping them learn gave us a way to be with the kids. First it was bicycle repair. Then we went to little tractors propelled by lawn mower engines. As the kids grew older we found them an Austin roadster I rigged up for them."

The approach worked, and the care and restoration of vehicles became a lifelong family affair.

"We and our children were working together on whatever we could work on (during) weekends. When we got through, we had a finished product, and that's how we got started."

Helping hands

Restorations continue today with help from full-time mechanic John Young. The Heidricks also receive volunteer help from others, such as retirees Buren Krahling and Tom Humphrey.

"They don't want to sit around and watch TV; they needed to come out and do something like this," the elder Heidrick said, adding with a laugh: "Then it got to be too much stuff so we had to open the museum."

The result: Their museum is becoming Ground Zero in helping others understand the integrated role farming and construction have played in helping improve the standard of living for everyone, a goal the Heidricks can only support.

"A lot of the same equipment was used in both," the younger Heidrick said. "A lot of the same people were involved in both. They work on farms and then go work on the roads. A lot of tractors and (innovations) were invented on the West Coast, and my dad wanted to preserve their history."

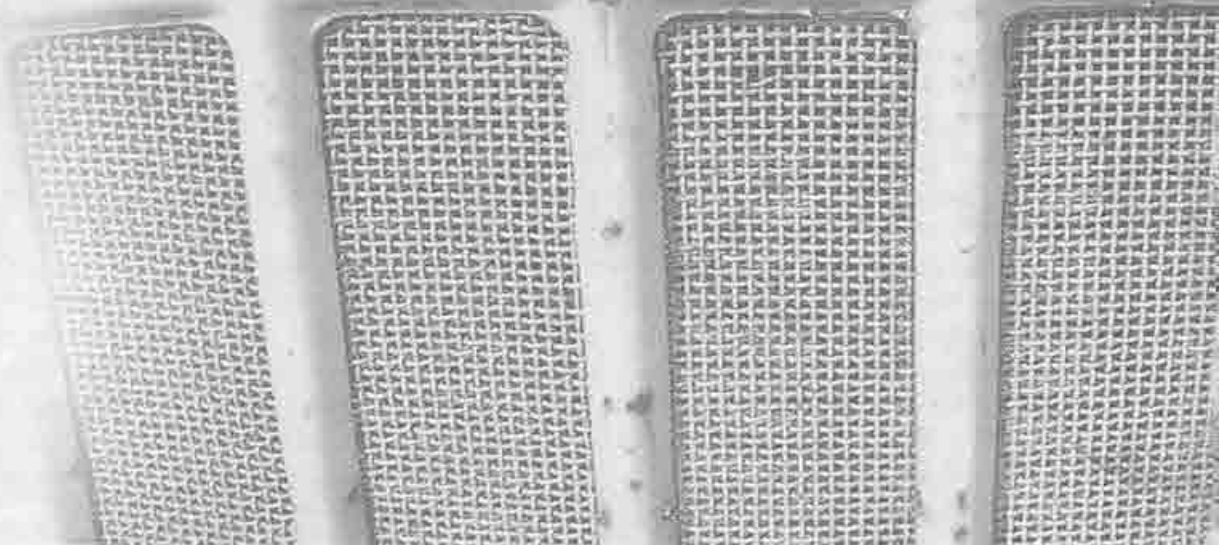
Judging by attendance at the Heidrick center, which has averaged 20,000 visitors each year since it opened in 1997, the Heidricks' wish is coming true.



Old Smokey was the name given to this custom-made tractor. Built during World War II from a Fordson engine, this unique piece was cobbled together by a Woodland-area farmer because regular production tractors were either scarce or too expensive.



At time of manufacture, this Monarch 75 tractor from the 1930s was more popular with drivers than better-known Caterpillar because it came equipped with a self-starter.





A snowmobile used for mail delivery near Truckee, Calif., during the 1930s.

Heavy-equipment operators find rich heritage among Heidrick restorations

Pssst. Here's a little-known fact about the Heidrick Ag History Center in Woodland, home to about 150 ag, construction and truck vehicles weighing up to 12 tons:

Not a single track, wheel or blade on any of the cumbersome construction machines has touched the shiny concrete floor inside.

How that was accomplished is but one of many ingenious feats by the Heidrick family and their supporters. It's the same cleverness that led to their countless labor-saving inventions, repairs and vehicle restorations.

Here's how

Fred Heidrick, Jr., explained how each of the vehicles were maneuvered into place.

"First I brought the tractors or whatever in on low beds and unloaded them on rubber pads. Then I made a steel subframe to go underneath these tractors. I installed two six-inch wheels and two three-inch cylinders on the far end of the subframes.

"I then brought in a forklift right next to its mast (the upright portion of the forklift). Now even a small forklift will pick up a tremendous amount of weight if you get close to the mast.

"So I just picked up one end of the tractor with the forklift, activated the two little hydraulic cylinders on the little wheels on the far end of the subframe and lifted the tractors and wheeled 'em where we wanted 'em."

Popular destination

Heidricks' handiwork is but one example why the museum is becoming a popular destination for many veteran heavy-equipment operators. They remember when their machinery had far fewer creature comforts and were far more temperamental than today's offerings.

Dedicated in 1997, the museum is located at 1962 Hays Lane in Woodland, eight freeway miles north of Sacramento International Airport.

Largest of its kind

Evelyn M. Cook, executive director of the center, said it's the largest collection of its kind in North America. The equipment is housed in a state-of-the-art, 130,000-square-foot showcase that combines Fred Heidrick Sr.'s lifelong collection of farm implements, heavy equipment and tractors with vintage trucks owned by the late A.W. "Pop" Hays. There's also a

conference center, children's play area, outdoor courtyard and free parking.

Cook said the center was created to educate visitors on the heritage of farm, construction and commercial trucking equipment, and the role they played in developing the West.

Home to steam, gas, diesel and electric vehicles built from the turn of the century through the mid-1950s, the center averages 20,000 visitors per year.

The center is open weekdays 10 a.m. to 5 p.m.; Saturdays 10 a.m. to 6 p.m. and Sundays 10 a.m. to 4 p.m. Two hours should be allowed for a self-guided tour.

Admission is \$6 for adults, \$5 for seniors, and \$4 for children aged 6-12.

FOR MORE INFORMATION

Phone: (530) 666-9700

Web site: www.aghistory.org

E-mail: aghistory@aghistory.org



Above: The Heidrick Ag History Center in Woodland, home to about 150 vintage vehicles.

Below: Visitors at the Heidrick Ag History center in Woodland enjoy the museum-quality displays, such as this one on the rare gas-powered Caterpillar D5 and other models.

(continued from page 13)

50-year OEs member Earl Rogers witnessed heavy-construction equipment revolution

They affectionately called him "Beatnik," and it was a nickname Earl Rogers wore with pride.

Rogers has been an earth-moving member of Operating Engineers Local No. 3 since 1951, earning his moniker in 1959 for forgetting to remove his sunglasses at the end of a long shift—and complaining not about the hours, but his inability to see what he was doing.

"I wasn't afraid of work," Rogers, 73, insisted. "I'd go back today if I could."

To hear him talk about the half century of improvements that have taken place in equipment, safety guidelines and working conditions, is to marvel at the bond between farming and construction, and between farm hands and heavy-equipment operators.

"Early on, I'd say 80 percent of operators worked on a ranch," Rogers said. "They'd go tractor, and then they plowed. A lot of them never went to school. They learned how to run a Cat or scraper by the seat of their pants. That's how I started."

After a day working on the farm, Rogers hoisted a Cat (Caterpillar) and labored the evening for free, simply to get experience.

Joined union to 'better himself'

"When I got a chance to better myself, I joined the union," a move Rogers never regretted. He saw much of Northern California and helped build some of the biggest Western monuments to modern life, including scores of major highways, dams and waterway improvements.

"Today's operators are the best there is but I'd still like to put them on Cats and scrapers with cables and pulleys and see how they are," without the labor-saving, hydraulic-powered systems found on many of the latest vehicles, Rogers said.

Rogers is brother-in-law to Fred Heidrick, Sr., a Woodland-area farmer whose love for restoring tractors, dozers and other gear used in farming and construction led to creation of the Heidrick Ag History Center in Woodland. Rogers said he's at that stage in life where he wants to help educate others on the ag-construction connection. It shouldn't be lost on future generations that a worthy role for society is planning and building for its people, he said.

"I don't think any of us would trade our lifestyle for anything," Rogers said.

Which is not to say his career hasn't had its close moments. Among the highlights:

Driving without brakes. The brakes on some of the larger pieces of equipment weren't always up to the job, especially if steep grades were involved. "You carried your scraper two or three 10ths from the ground in case you blew a tire. I had a tire blow. The drag on the bow slowed me up," Rogers said.

Speeding for fun. Rogers claims he was once clocked at 70 mph on a Caterpillar DW20, a circa-1940s behemoth that could haul 40 tons. "You just kicked it out of gear and let it roll. Back in those days you lowered your scraper for brakes when you were going downhill. The route pickers would see us coming and they'd scatter," he said, laughing.

Defying high odds. Rogers was recruited to help with construction of Lake Hughes Road near Hwy. 395 north of Bishop. He was specifically sought out because he had a reputation for braving high altitudes when the top of a steep mountain needed to come off.

"One guy came out and said, 'Nah. I don't want any part of it.' My wife said, 'Don't do it.' But nothing's going to rollover if you go straight down. As long as you keep your scraper in the ground and stay off the back motor you're going to be on the front motor steering it and you've got control of how fast it goes down—except when you hit a rock you're going to slide faster."

Driving a Caterpillar 57 with twin engines capable of pulling 45-55 cubic yards of dirt and rock, Rogers took 40 minutes to reach the summit.

"But the main thing is to just keep it straight," he said. "A lot of people don't like stuff like that."

— Ray Sotero



Fred Heidrick, Jr., left, his father, Fred Heidrick, Sr., and Earl Rogers, brother in law to the elder Heidrick, stand in front of a soon-to-be-completed tractor made by International Harvester in 1919.

New year marks busy time for apprentices

The year 2001 will have a lot in store for our apprentices, and here are some key dates to mark on your calendars.

On March 3 we will test for new apprentices to meet employer needs for the year 2001. Remember, only people with applications on file before March will be allowed to take the entrance test.

A new 40-hour hazardous materials class is scheduled for April 23. There is limited space available so please call the Alameda Safety Department at (510) 748-741 now if you need Hazmat training. Note: This course is free to Local 3 members on the out-of-work list.

On May 12 our apprentices will compete in the annual Hands-On competition at a nearby field in Alameda. This has been a fun event in the past and this year should be no exception. Northern California Surveyors Joint Apprenticeship Committee instructor Mike Foulk is devising what's expected to be an interesting and challenging test event. NCSJAC instructors Sean Finn and Terry Warren are in charge of laying out the test area and, along with all of our instructors, will give helpful hints about the competition to the apprentices in April.

This year marks the 40th anniversary of the NCSJAC, and we want this year's competition to be special.

On Sep. 16 the NCSJAC will have a graduation for our apprentices. More details to follow in my next article.

Oct. 7 is the 2nd Annual Arthur J. McArdle Golf Tournament. Last year's event was enjoyed by everyone and this year should be even better. We are looking for sponsors and prize donations. Donations would be greatly appreciated.

As you can see, the NCSJAC has a lot in store for the year, and our apprentices play a large part of our plans.

Remember, to paraphrase football legend Vince Lombardi, education is not the only thing; it is everything.



FROM
teaching
techs



By

FLOYD HARLEY

Administrator, Northern
California Surveyors
Joint Apprenticeship
Committee



FROM THE credit union



By

ROB WISE

Credit Union Treasurer
&
Local 3 Recording
Corresponding Secretary

Your credit union has a Visa card that fits the needs of Local 3 members

Pardon the pun, but wouldn't you rather carry a Visa card with a picture of a bulldozer on it than be bulldozed by credit cards with high interest rates and confusing introductory or teaser limits? If you answered yes, you agree with active and retired Local 3 members who prefer the Local 3 credit union's Visa card to other credit cards.

Our local's own credit union, Operating Engineers Local Union No. 3 Federal Credit Union, has delivered the advantages of a low fixed-rate Visa card to members since 1989. Many of you know that OEFCU is the only place you can choose the professional engineers' bulldozer design for your Visa Gold or Classic card. But OEFCU Visa advantages go beyond a design developed for Local 3 members.

The No. 1 reason Local 3 endorses the OEFCU Visa is that it is issued by a union organization. That is important because some non-union banks are also anti-union, with a history of bankrolling union-busting efforts. Why take the chance that the interest you pay on your credit card or on your car loan is going into the coffers of an organization that is not only non-union but could use your funds to help anti-union campaigns?

When you take a look at offers you may receive for other credit cards, read the fine print. This tells who issues the card. If the issuer is not a union organization, no matter what name is on the card—even the name of a union, your use of the card is not supporting a union organization.

On the other hand, OEFCU is both a Visa card issuer and a union organization.

Among the other reasons that Local 3 endorses the OEFCU Visa is the card's low fixed-interest rate. Local 3 members, like many Americans, have come to rely on credit card convenience for renting a car, ordering online and obtaining cash from automatic teller machines. With the OEFCU Visa, you have 25 days from the date of purchase to pay the balance, and thus avoid any interest charges.

If you do choose to carry a balance on your OEFCU Visa or on any of your credit cards, you should be aware of the relationship between the interest rate and what you pay in interest. For

example, if you owe \$1,000 on a credit card with 19.99 percent annual percentage rate and pay only the minimum due each month without making additional purchases or cash advances, you would end up paying \$611.20 in interest to pay off the balance.

With a low fixed-rate OEFCU Visa Gold card, which has a 13.5 percent APR, you would pay \$337.13 in interest, a savings of more than \$274 and the debt would be paid off 15 months sooner.

More advantages

The OEFCU Visa has no annual fee and no cash-advance fee. The OEFCU Visa Gold cards comes with a Visa Gold Benefits Package that includes warranty manager service, travel and emergency assistance and auto rental insurance.

Many members take advantage of the OEFCU Visa's low interest rate to reduce the balances they may be carrying on high-interest cards. You may do this by requesting a cash advance from your OEFCU Visa, then using the funds to pay toward the balance on your existing card, such as a department store card.

As an OEFCU Visa holder you can count on the credit union's personalized and friendly members service. Any questions you may have about applying for or using your OEFCU Visa can be answered by the Member Service representatives at any of OEFCU's 19 branches or by calling (800) 877-4444. For your convenience you may apply for your Visa at www.oefcu.org or request an application by calling Member Services or any branch.

Look into auto loan refinancing to save

If you are making payments to another bank or credit union for your truck or car loan, contact any OEFCU branch or call (800) 877-4444. An OEFCU member service representative will let you know how you will save by refinancing your vehicle loan with OEFCU. Refinancing your loan with a union financial institution is an important way to support the union movement. For the location of the branch nearest you as well as current rates, check www.oefcu.org.



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Don't keep hazardous materials secret

Question: Which safety violation is cited most often by officials for the federal Occupational Safety and Health Administration?

That's easy: The No. 1 violation is failing to adequately inform employees about the hazards of certain chemicals they're using. The name of the standard is "hazard communication," or HAZCOM. (It's found in the OSHA standard for the general industry, section 29CFR 1910.1200.)

This standard helps ensure that the hazards of chemicals produced or imported are evaluated, and that this information is transmitted to employers and employees.

Federal OSHA requires four areas to be covered:

- The employer must have a comprehensive written program.
- Hazardous materials must be clearly labeled.
- Material Safety Data Sheets and other forms of warning must be available.
- The employer shall train the employees regarding the hazards associated with the materials.

Since the inception of these hazardous materials, or Hazmat, training requirements, more companies are complying with this law. Many employers, unfortunately, believe the hazard communication standard only applies on Hazmat jobs. This is not correct – and those companies pay when citations are issued.

Easy to comply with law

The most-cited section of the standard is the one requiring employee training, despite OSHA allowing latitude. An easy place to establish this training is at tailgate safety meetings.

These meetings are required in some states, and many safety-conscious employers are conducting these meetings voluntarily.

Many of the people instructing these classes, however, have trouble finding topics to discuss. We don't need to talk about the fish that got away, or the person met last

night or how our favorite sports team is doing. It simply does no good to complete a sign-in form that says you attended a training session if you didn't learn anything.

In other words, saying, "Sign this thing to show that you were here," doesn't help with safety and health on the job.

A simple fix

There's an easy solution to this problem. Break out a copy of the company's HAZCOM program and review it with employees.

Easier still, bring MSDS to discuss with employees. You will find more than half of the people on the job do not know what a MSDS sheet is – and that's another violation.

Anyone can help. Ask your foreman or safety leader to bring MSDS to the job and explain them. If you are familiar with MSDS, volunteer to give part of the training yourself.

This way, companies can kill two birds with one stone by having HAZCOM discussed at the tailgate meetings and increasing safety awareness.

More important, one of the birds won't be you.

Safety classes offered

Local 3 has scheduled a 40-hour Hazmat class at Rancho Murieta Training Center east of Sacramento April 23-27. The cost of the course is \$250 for members of Local 3 (company sponsored); \$300 for non-members of Local 3 (company sponsored); and no charge to Local 3 members on the out-of-work list.

Class begins at 7 a.m. and runs nine hours Monday through Thursday. Class ends at noon Friday.

Students wishing to eat and stay overnight at the center must register by April 9. Register through the safety department in Alameda, (510) 748-400, or fax at (510) 748-7036.

Hurry; seating is limited.

FROM THE
**safety
dept.**



By

BRIAN BISHOP

Director



SCHOLARSHIP CONTEST RULES FOR 2001

APPLICATIONS ARE AVAILABLE AT DISTRICT OFFICES AND CREDIT UNION BRANCHES

The Local 3 officers and Executive Board understand that the workplace is rapidly changing, and many of the jobs in the future will require new skills that can be attained only with a good education. Local 3 is dedicated to giving our young people the opportunity to succeed in tomorrow's jobs by providing them with the chance to further their education and training. For this reason, Local 3 awards annual scholarships to sons and daughters of Local 3 members.

ACADEMIC SCHOLARSHIPS

Four college scholarships will be awarded to sons and daughters 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 runner-up female and male applicants. These scholarships must be used for study at any accredited U.S. college or university.

The winners will also receive an additional \$500 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 that do not rule out scholarship aid from other sources.

WHO MAY APPLY FOR ACADEMIC SCHOLARSHIPS

- Sons and daughters of members of Local 3 may apply for an Academic Scholarship. One parent of the applicant must be a member of Local 3 for at least one year immediately preceding the date of the application.

- Sons and daughters of deceased members of Local 3 are eligible to apply for the scholarships. The parent of the applicant must have been a member of Local 3 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 2000, or 2) the spring semester (beginning in 2001), 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 scholarship must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 31, 2001 and March 1, 2001.

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 Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winner selected.

Academic scholarship winners will be announced at the July Executive Board meeting of Operating Engineers Local 3. The checks will be deposited in the winning students' names at the college or university they plan to attend.

All of the following items must be received by March 31, 2001:

- The application, to be filled out and returned by the applicant.
- Report on applicant and transcript, 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.
- Letters of recommendation. The applicants should submit one to three letters of recommendation giving information about their character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. Please submit all letters of recommendation with the application.
- Photographs. A recent color photograph, preferably 2 inches by 3 inches, with the applicant's name written on the back. The photo should be clear enough to reproduce in the Engineers News.
- Media information. Provide 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.

RANDOM-DRAW SCHOLARSHIPS

In addition to the four Academic Scholarships, Local 3 will also award 20 \$500 "Random-Draw Scholarships." The names of all applicants will be entered into a drawing to be held at the July Executive Board meeting. Applicants need not be present to win. The scholarships are available only to the sons and daughters of Local 3 members.

GENERAL GUIDELINES FOR RANDOM-DRAW SCHOLARSHIPS

- Sons and daughters of Local 3 members may apply for the scholarship. One parent of the applicant must be a member of Local 3 for at least one year immediately preceding the date of the application.

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

- Sons and daughters of Local 3 members who plan to attend college or 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.

- Applications will be accepted until March 31, 2001. Previous winners are not eligible to apply.

- Winners will be determined by a random drawing to be held at the July Executive Board meeting. Applicants do not need to be present to win.

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

WHERE TO GET APPLICATIONS

Academic and Random-Draw Scholarship applications are available at your district office or credit union branch office. It is the responsibility of the applicant to submit the application on time and send to:

Robert L. Wise
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
1620 South Loop Road
Alameda, CA 94502-7090.

SCHOLARSHIP FUNDING

The Academic and Random-Draw scholarships are funded from money raised at the annual T.J. Stapleton Invitational Golf Tournament and from individual contributors. Local 3 would like to thank all golf tournament participants and scholarship contributors for their generous donations.

The scholarship program is a great opportunity for the sons and daughters of Local 3 members. If you would like to contribute to the Local 3 Scholarship Fund, please fill out the form below and return it with your donation to Local 3.



yes!

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



\$20.00



\$100.00



\$50.00



Other \$ _____

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Clip out and mail to:

Robert L. Wise, Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
1620 South Loop Rd., Alameda, CA 94502

Departed Members

Our condolences to the family and friends of the following departed members. Compiled from the January 2001 data bases

Charles Adams	Potsdam, NY	12-25-00
Turner Addington	Red Bluff, CA	12-28-00
Joe Aguilar	San Mateo, CA	01-14-01
Melvin Akiona	Waimanalo, HI	08-15-00
Dorothy Albertini	San Ramon, CA	01-06-01
Paul Alvarico	Millilani, HI	01-15-01
John Basham	Yuba City, CA	12-20-00
Herbert Bledsoe	Carlsbad, CA	01-12-01
Harold Brown	Yuba City, CA	12-22-00
Fred Bruemmer	San Pablo, CA	12-25-00
Chris Brushe	Carlin, NV	12-28-00
Miguel Cervantes	Santa Rosa, CA	12-13-00
Wynn Christensen	Perry, UT	12-25-00
Ralph Christianson	Mountain View, CA	12-19-00
Larry Combs	Modesto, CA	08-22-00
Arthur Dean	Wagoner, OK	12-20-00
Henry Ebbert	Placerville, CA	12-31-00
Dale Ellison	San Ramon, CA	12-13-00
Donald Ewing	Marina, CA	11-01-00
Terry Followell	Elko, NV	01-17-01
Ricardo Gallegos	Stockton, CA	12-11-00
Floyd Hamill	Honolulu, HI	12-25-00
Donald Harris, Sr.	Citrus Heights, CA	01-10-01
Clarence Hazlewood	Sparks, NV	01-05-01
Ronald Hill	Auberry, CA	11-07-00
Verl Hite	Reno, NV	12-19-00
Earle Koser	Rio Linda, CA	01-16-01
William Krajeirik, Jr.	Fairfield, CA	12-30-00
Jerry Lewis	Paradise, CA	01-17-01
Emmor Little	Redding, CA	12-26-00
James Marsh	Trout Creek, MT	12-20-00
Richard Maynard	Ogden, UT	01-13-01
Raymond McGee	Manteca, CA	12-21-00
Joseph McIntyre	Red Bluff, CA	01-18-01
Robert Nunes	Vacaville, CA	06-01-00
James Pak	Sunnyvale, CA	12-31-00
William Partei	Reno, NV	12-24-00
Robert Pearce	West Sacramento, CA	12-26-00
Clinton Price	Rusk, TX	12-30-00
Harvey Roberts	Grass Valley, CA	01-11-01
Larry Robinson	Salinas, CA	09-23-00
Thomas Spiller	Jamestown, CA	12-27-00
Stephen Swisher	Yerington, NV	12-21-00
Chihiro Tatemichi	Honolulu, HI	12-21-01
K. Traylor	West Sacramento, CA	12-09-00
Shigeo Umetsu	Wahiawa, HI	12-18-00
John Vieira	Oakdale, CA	12-20-00
Robert Voris	Paradise, CA	01-14-01
Howard West	Castro Valley, CA	12-16-00
Clifford Wineland	Shingletown, CA	11-24-99
John Word	Galt, CA	12-28-00

Deceased Dependents

Gladys Banchemo, wife of Mario Banchemo	01-03-01
Louise Bethel, wife of H.E. Bethel	01-02-01
Dorothy Bufkin, wife of E.M. Bufkin	12-17-00
Marjorie Cavelli, wife of Edgar Cavelli	12-30-00
Edith Crane, wife of Marion Crane	11-27-00
Teresa Fann, wife of Gerald Fann	11-02-98
Pauline Garrison, wife of Howard Garrison	12-09-00
Gona Gooden, wife of Paul Gooden	01-12-01
Ethyl Hageman, wife of James O. Hageman	01-15-01
Elizabeth Ishikawa, wife of Mike Ishikawa	10-02-00
Victoria Johnson, wife of Henry Johnson	01-08-00
Helen Marshall, wife of E.H. Marshall	01-29-01
Helen Milam, wife of Homer E. Milam	01-26-01
Patricia Pavao, wife of Frank Pavao	01-20-01
Elda Runge, wife of Frank Runge	01-14-01
Margaret Shea, wife of Lawrence Shea	11-15-00
Etsuko Shishido, wife of Seichi Shishido	01-02-01
Beverly Toney, wife of John Toney	01-15-01

NOTICE

Bring Your Dues Card

Recording-Corresponding Secretary Robert L. Wise wishes to remind all members to carry their paid up Local 3 dues card. When attending a semi-annual, quarterly district or special called meeting of the union, your paid up dues card is proof of your good standing status as a member of IUOE Local 3 and your right to vote in such meetings and/or participate in the business of the union.

meetings
&
announcements



meetings & announcements

DISTRICT MEETINGS

MARCH 2001

1st District 20: San Leandro, CA
Sheet Metal Training Center
1720 Marina Blvd.

6th District 17: Honolulu, HI
Washington Intermediate
School Cafeteria
1622 S. King Street

7th District 17: Maui, HI
HGEA
2145 Kaohu Street
Wailuku

8th District 17: Hilo, HI
Hilo ILWU Hall
100 W. Lanikaula Street

8th District 90: San Jose, CA
Masonic Hall
2500 Masonic Drive

22nd District 10: Rohnert Park, CA
Engineers Building
6225 State Farm Drive
Rohnert Park, CA 94928

28th District 15: Casper, WY
Engineers Building
4925 Wardwell Industrial
Drive
Casper, WY 82602

29th District 12: Salt Lake City, UT
Engineers Building
1958 W.N. Temple
Salt Lake City, UT 84116

APRIL 2001

3rd District 40: Eureka, CA
Engineers Building
2806 Broadway
Eureka, CA 95501

4th District 70: Redding, CA
Engineers Building
20308 Engineers Lane
Redding, CA 96002

5th District 60: Yuba City, CA
Sutter-Yuba Board of Realtors
1558 Starr Drive

12th District 80: Sacramento, CA
Labor Center Hall
2840 El Centro Road

19th District 04: Fairfield, CA
Engineers Building
2540 N. Watney Way
Fairfield, CA 94533

26th District 30: Stockton, CA
Stockton Waterloo Gun
& Bocci Club
4343 N. Ashley Lane

MAY 2001

3rd District 40: Eureka, CA
Engineers Building
2806 Broadway
Eureka, CA 95501

4th District 70: Redding, CA
Engineers Building
20308 Engineers Lane
Redding, CA 96002

5th District 60: Yuba City, CA
Sutter-Yuba Board of Directors
1558 Starr Drive

12th District 80: Sacramento, CA
Labor Center Hall
2840 El Centro Road

19th District 04: Fairfield, CA
Engineers Building
2540 N. Watney Way
Fairfield, CA 94533

26th District 30: Stockton, CA
Stockton Waterloo Gun &
Bocci Club
4343 N. Ashley Lane



NOTICE

ELECTION OF MARKET AND GEOGRAPHIC AREA COMMITTEE MEMBERS

Business Manager Don Doser has announced the election of Market and Geographic Area Committee Members at each of the Northern California and Reno regularly scheduled district meetings during the first quarter of 2001 with eligibility rules as follows:

1. Must be living in the Committee's Geographical area
2. Must be working/making a living in the industry in that area
3. Must be an "A" Journeyperson
4. Must be a member in good standing
5. Cannot be an owner operator

No member shall be nominated unless they are present at the meeting and will accept the nomination and the position, if elected.

No member is allowed to serve more than two (2) consecutive terms on the Market and Geographic Area Committee.

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

2001 GRIEVANCE COMMITTEE ELECTION

Recording-Corresponding Secretary Robert L. Wise has announced that in accordance with Article X, Section 10 of the Local Union Bylaws, the election of Grievance Committees shall take place at the first regular quarterly district meeting of 2001.

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

NOTICE

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary Robert L. Wise has announced that the next Semi-Annual meeting of the membership, will be held on Sunday, March 18, 2001 at 1:00 p.m., at the following address:

Solano County Fair
Exposition Hall
900 Fairgrounds Drive
Vallejo, CA 94589

RETIREE ASSOCIATION MEETINGS

OAKLAND

Thurs. March 1, 10 a.m.
Oakland Zoo - Snow Bldg.
9777 Golf Links Road
Oakland, CA

WATSONVILLE

Thurs. March 8, 10 a.m.
VFW Post 1716
1960 Freedom Boulevard
Freedom, CA

SAN JOSE

Thurs. March 8, 2 p.m.
Masonic Temple
2500 Masonic Drive
San Jose, CA

UKIAH

Thurs. March 22, 10 a.m.
Discovery Inn
1340 N. State Street
Ukiah, CA

ROHNERT PARK

Thurs. March 22, 2 p.m.
Operating Engineers Bldg.
6225 State Farm Drive
Rohnert Park, CA

WYOMING

Wed. March 28, 2 p.m.
Operating Engineers Bldg.
4925 Wardwell Industrial
Casper, WY

SALT LAKE CITY

Thurs. March 29, 2 p.m.
Operating Engineers Bldg.
1958 W. N. Temple
Salt Lake City, UT

EUREKA

Tues. April 3, 2 p.m.
Operating Engineers Bldg.
2806 Broadway
Eureka, CA

REDDING

Meeting & Potluck
Wed. April 4, 1:30 p.m.
Frontier Senior Center
2081 Frontier Trail
Anderson, CA

YUBA CITY

Thurs. April 5, 2 p.m.
Sutter-Yuba Board of
Realtors Bldg.
1558 Starr Drive
Yuba City, CA

AUBURN

Thurs. April 12, 10 a.m.
Auburn Recreation Center
Lakeside Room
3770 Richardson Drive
Auburn, CA

SACRAMENTO

Thurs. April 12, 2 p.m.
Stationary Engineers Bldg.
1620 North Market
Boulevard
Sacramento, CA

FAIRFIELD

Thurs. April 19, 2 p.m.
Operating Engineers Bldg.
2540 North Watney
Fairfield, CA

MODESTO

Thurs. April 26, 10 a.m.
Tuolumne River Lodge
2429 River Road
Modesto, CA

STOCKTON

Thurs. April 26, 2 p.m.
Stockton Waterloo Gun &
Bocci Club
4343 North Ashley Lane
Stockton, CA

FRESNO

Meeting & Potluck
Thurs. May 3, 11 a.m.
Woodward Park - Valley
View Area
7775 Friant
Fresno, CA

RENO

Thurs. May 10, 2 p.m.
Operating Engineers Bldg.
1290 Corporate Boulevard
Reno, NV

SF/SAN MATEO

Thurs. May 24, 10 a.m.
Villa Hotel
4000 South El Camino Real
San Mateo, CA

NOVATO

Thurs. May 24, 2 p.m.
Inn Marin
250 Entrada
Novato, CA

2001 PRE-RETIREMENT MEETINGS SCHEDULE

ROHNERT PARK

Thurs. February 1, 2001
7:00 PM
Operating Engineers Bldg.
6225 State Farm Dr., Suite 100
Rohnert Park, CA

SACRAMENTO

Tues. February 6, 2001
7:00 PM
Operating Engineers Bldg.
4044 N. Freeway Blvd.
Sacramento, CA

AUBURN

Wed. February 7, 2001
7:00 PM
Auburn Recreation Center
123 Recreation Dr.
Auburn, CA

EUREKA

Tues. February 13, 2001
7:00 PM
Operating Engineers Bldg.
2806 Broadway
Eureka, CA

REDDING

Wed. February 14, 2001
7:00 PM
Operating Engineers Bldg.
20308 Engineers Lane
Redding, CA

YUBA CITY

Thurs. February 15, 2001
7:00 PM
Operating Engineers Bldg.
468 Century Park Dr.
Yuba City, CA

RENO

Tues. February 20, 2001
7:00 PM
Operating Engineers Bldg.
1290 Corporate Blvd.
Reno, NV

SALT LAKE CITY

Wed. February 21, 2001
7:00 PM
Operating Engineers Bldg.
1958 W. N. Temple
Salt Lake City, UT

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of January 2001 and have been determined to be eligible for Honorary Membership effective April 1, 2001.

Richard Banes	.....0883606
Harold Brandt	.....1171769
Frank Castro	.....1225669
James Chung	.....1194949
James Cloward	.....0854235
Herbert Hanawahine, Jr.	.....1143100
Dwayne Hauge	.....1219601
Ray Helmick*	.....1060122
Danny Hooper	.....1216369
Jensuke Ikene	.....1229999
William Kiesel	.....1088543
Gerard Lambert	.....1225584
Don Nichols	.....1226057
Estes Parker	.....1175107
Albert Porter	.....1148475
Jay Powers	.....1208488
Samuel Pryle	.....1189004
Jim Ralston	.....1136584
Jay T. Richardson	.....1175121
Robert Thomason	.....1219717
Leonard Verkuyt*	.....0688965
Phillip Walden	.....1175170
Paul Warne	.....1208779
Norman Yancey	.....1199205

* Effective January 2001

meetings
&
announcements



swap shop

SwapShop ads are offered free to members in good standing for the sale or trade of personal items and/or real estate and are usually published for two months. Please immediately notify the office if your item has been sold. Business related offerings are not eligible for inclusion in SwapShop.

Engineers News reserves the right to edit ads. No phone-in ads please. Limit two ads per issue.

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

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

or fax ads to:
SwapShop
(916) 419-3260
or e-mail to: www.oe3.org

All ads must include the member's seven-digit registration number or the ad will not appear. All ads should be no longer than 50 words.

FOR SALE: Trailer, Jeep car, 2 axle, 4-wheel surge brakes, 15-inch 8-ply tires, \$995/OBO, (650) 494-2009 Palo Alto, CA., #1242916.

FOR SALE: '96 Chevrolet Suburban, loaded 4x4, 454, only 60,000 mi., excellent condition, \$22,000/OBO, (707) 484-7038 or (707) 829-0604, #2072143.

FOR SALE: 80 each, CAT service manuals & parts books, D.9 to D.3 & misc., \$750, (707) 838-6044, #1355169.

FOR SALE or TRADE: Miller 44G 300 amp gas welder, 10.2 kw, 3,664 hrs, \$3,500/OBO, (775) 751-1821, #2269569.

FOR SALE: '83 Ford van conv., extra long body, rebuilt engine, less than 5,000 mi., has built in cabinets, microwave oven, sink, 2 water, plus water hook up, iceless ref., AC, DCM TV, CB radio, radio & tape deck, air cond., heater, a.c. powered on top, sleeps 2, very clean, (209) 634-5767, #1065265.

FOR SALE: Antique Drag Saw, manufactured by Vaughan Motor Works of Portland, OR during the late 1920's or early 30's, 4 hp, complete with 5-ft blade & some literature, good condition, (530) 243-0801, #0674918.

FOR SALE: '83 Buick Skylark, 3.0 engine, automatic AC, new battery, new radiator, runs good, \$700, (408) 265-7164, #1941657.

FOR SALE: 30-ft Landeau by Georgie Boy 2000 Motor Home, less than 3,000 mi., many extras, selling due to illness, \$49,000, (209) 477-7646, #1143032.

FOR SALE: '96 convertible Ford Mustang (black), V8, 4.6 liter, automatic, rear wheel drive, 49,900 approx. mileage, AC, PS, PW, PL, CC, tilt wheel, premim wheels, leather interior, all wheel ABS, AM/FM cassette, rear spoiler, \$16,500, (209) 245-3532, #1812603.

FOR SALE: D-7 & 12 yard scraper, 3T1 model, older model, (209) 245-3532, #1812603.

FOR SALE: Lincoln 300 amp welder, built in generator, on nice heavy duty trailer, excellent cond., (209) 245-3532, #1812603.

FOR SALE: Custom Polaris snowmobiles & trailer, like new, low low mileage, foot & hand warmer, front suspension, \$7,500, (209) 245-3532, #1812603.

FOR SALE: '93, 22-ft Salem by Cobra travel trailer, loaded, totally self contained, 3-door, non-smoker, always covered, excellent condition, a must see, \$7,500, (530) 626-1536, #2116024.

FOR SALE: '87 Ford F250 4x4 XLT, V8.50 liter engine, 40,000 mi., new engine, moon roof, alloys, sliding rear, camper shell, tilt, \$4000/OBO, (209) 763-5324 or (925) 634-9600, #2151595.

FOR SALE: backhoe trailer, contractor built, 3 axle ramp load, rated at 17,400 lbs, electric brakes, trailer has

set 10 years, tires are dry rot \$1,500, also fresh pair of cylinder heads 3 angle valve job, with approx. 60 miles on heads, 1.94 int. & 1.50 exh., Chevy 350 1974 \$200, (707) 557-3256, #2276274.

FOR SALE: Caterpillar D-8 dozer-46A, heavy duty (12-ft Ateco Sloper) updated in very good shape, ready to go work, owner operated, (209) 826-8196, #0899307.

FOR SALE: '95 Saturn, SC1, gold w/spoiler, 5-speed, AC, 2-door, great-condition, 1 owner, 87,000 mi., \$6,300/OBO, (707) 426-4347, #2396542.

FOR SALE: Vermeer Rock Wheel, attachment fits 475 trencher, good-condition, \$1,500, (209) 563-6443, #2228137.

FOR SALE: Horizontal band saw, do-all, model C-6, 12X12 cut, wet cut, hyd. lift, \$2,500, (209) 536-6443, #2228137.

FOR SALE: '68 Chevrolet 4X2 pick-up, 54,000 original miles, camper special 3/4 ton, 26 engine, 400 trans, including 11,000 miles, 4-side door, \$4,000 FIRM, (925) 837-2589, #0947256.

FOR SALE: 33-ft, '93 Holiday Rambler Endeavor, 230 cummings diesel, Allison 6-speed trans., low mileage, loaded, available March 2001, '97 Honda Accord tow-vehicle also available, \$50,000 for RV, \$10,000 for tow vehicle, (702) 493-0680, #0908550.

FOR SALE: Conn organ sheet music: Rudy Vallee, Al Jolson, Kate Smith & others, (650) 369-2007, #0338365.

FOR SALE: Murry welder, electric 220 v., with 50-ft of new leads, \$1,600, (209) 826-9465, #1043556.

FOR SALE: Oliver tractor, 3-pt hook-up, wide front end, gasoline, \$1,600, (209) 826-9465, #1043556.

FOR SALE: 2 beautiful honey colored wicker love seats, loose cushions, \$300 each, (707) 823-4667, #0924959.

FOR SALE: 1 sleeper couch, double bamboo sides, like new \$80, (707) 823-4667, #0924959.

FOR SALE: 1,600 acres of Mountain land in the Big Horn Mountains, Ten Sleep, Wyoming, fenced, streams, hunting, & etc., for more info & pictures write to: Box 6, Ten Sleep, WY 82442, (307) 366-2417, #2363565.

FOR SALE: 1.5 acres in Lemoore, California, 4 bed, 2 bath, patio w/spa deck, landscaped, shady trees, horse stall, storage room, indoor laundry room, 10x11-foot wooden shed in country, must sell, \$165,000/OBO, (559) 925-9694, #2161219.

WANTED: good used pedal steel, single or double neck, #0863917, (925) 684-3148.

FOR SALE: '96 75 -H.P. Mercury 2-stroke outboard motor, oil injection, excellent condition, sacrifice for \$3,100, (775) 883-1736, #1276825.

FOR SALE: Ramsey 8000# PTO winch w/bumper & fairlead, complete

power in & power out PTO unit, drive line, control cable, etc., also rear wrap-around Barden bumper, excellent condition, everything removed from '71 F-100 Ford, \$800/OBO will trade, (209) 334-3605, #2074617.

FOR SALE: '85 Olds Cutless, good work car, leather interior, automatic, runs good, gray in color, \$2,000/OBO, call evenings, please (925) 484-2147, #1262967.

FOR SALE: slide in camper w/4 jack stands, good for jobs out of town, camper sleeps 4-6 people, must see, \$500/OBO, stands worth \$100, needs TLC, call evenings, please (925) 484-2147, #1262967.

FOR SALE: '85 Cadillac-Fleetwood Coup DeVille, runs good, color-white, blue leather interior, interested callers only, please, evenings (925) 481-2147, #1262967.

FOR SALE: portable generator, Gillette 9000 watt 220/120v 30 amp on pneumatic wheeled cart, will power your entire house or small job site, used less than 1 hour, 16hp Vanguard engine, 5-gal gas tank, cost \$3,500 will sell for \$1,600 firm, e-mail: <BBruce7100@aol.com> or call (510) 657-8806, #1133465.

FOR SALE: '97 Ford F-250 XLT, power stroke diesel, 4X4, AT, long bed, super-cab, new tires, tow package, 46,000 miles, payoff or take over payments at credit union, fuel tank toolbox combo extra \$1,000, (209) 825-4614, #2138923.

FOR SALE: '92 Ford Ranger Sport, 3.0L V-6, P/S, A/T, clean, runs good, excel body condition, 115,000 mi., services kept up to date, needs driver side door panel & side mirror to be complete, a must see, \$5,000/OBO, (925) 679-1798 or for inquires e-mail: <sabrina_93@yahoo.com>, #2332717.

FOR SALE: '83 Beachcraft boat w/2966 75 hp Johnson, open blow, seats 5-7 comfortably, pull-out AM/FM cassette player w/two 6x9 boxed speakers, looks & runs good, great for family/fishing, MUST SELL ASAP \$2,000/OBO will consider all offers, (209) 838-0709 or (209) 679-1714, #2344221.

following items FOR SALE: Lincoln Powermaster 4-air motor series "E" \$500; Blackhawk air/hydraulic 20-ton floor jack \$250; CAT 4-ft x 4-ft Duralite fluorescent lighted commercial sign in lightweight aluminum frame \$225; practice gymnastics barance beam \$125; 1-man post hole auger, gas \$50; compressor needs motor \$75; paper hole drilling machine can punch reams \$25, (925) 674-1948 or e mail: <where-mo@questinternet.net>, #1514853.

FOR SALE: 2 SEPARATE Cemetery Plots in San Mateo, California @ Skylawn Memorial Park, Garden of Vision, beautiful view, discounted @ \$2,500 EACH, call or fax (702) 453-1158 or write PO Box 27, Chewelah, WA 99109, #1785715.

WANTED: Coot 4x4 ATV, any condition, call Tom @ (916) 988-0993 or e-mail: <coottom@aol.com>, #1148392.

FOR SALE: 5-year-old Military Macaw, very well behaved, excellent talker, NOT a screamer, comes w/large wrought iron cage, transport carrier, portable stand, outdoor aviary, two natural tree perches, approx. 5-6 feet after in-ground, many extras & goodies also inc., perfect companion for a person who is home OFTEN, \$1,200 firm CASH, serious inquiries only, e-mail: <apnako2@aol.com> or call Lisa @ (916) 681-6626.

FOR SALE: Crescent Pipe Tongs, 6-ft, 8-ft, 10-ft & 12-ft, valued at \$100 per inch, will take \$2,750 for all, call Tom (775) 423-5723, #2346457.

FOR SALE: 3 bed/ 2 bath mobile on 1 acre, zoned for horse, located in Stagecoach, Nevada, has: electric, natural gas, community water, own septic tank & cable hook-up or direct TV, built in 1994, quiet neighborhood, nice retirement home or great for young couple starting out, elementary school near by, 25 miles east of Carson City, (775) 886-6046 days, (775) 629-9145 evenings, #1020191.

FOR SALE: '95 Saturn, SC1, gold w/spoiler, 5-speed, AC, 2-door, great condition, 1 owner, 87,000 mi., \$6,300/OBO, (707) 426-4347, #2396542.

FOR SALE: '66 Ford pick-up 3/4 ton, camper special, fresh 390 eng., RV cam, elect ignition, 4-speed trans. w/O.D., new paint, upholstery, headliner, Rhino living bed, strong puller & classic driver, real slick truck, \$12,000 invested, \$7,500/OBO, (530) 529-5346, #1861955.

FOR SALE: '91 motorhome, 25-ft class "C" American by Cobra, rear twin beds, very clean inside & out, 47,000 mi., books @ \$19,420, asking \$18,000/OBO, (530) 529-5346, #1861955.

FOR SALE: Timeshare-Trendwest, 1 week a year for life, \$7,500, (916) 338-2887, #235281.

FOR SALE: Serger, baby lock, eclipse, model BLE-1, built-in needle threader, 4,3,2 thread, lots of other features with extra feet & workbook, very good condition, great xmas gift, \$650, (707) 838-9429, #0634612.

FOR SALE: Proto top & bottom box complete, proto & snap-on tools, \$6,500/OBO, (209) 830-8490, #2287518.

WANTED: Metal storage shed, at least 8x10-ft, (916) 338-2887, #2352381.

FOR SALE: '84 Chevrolet El Camino, V-8, 305 AT, CC, Tilt, 49,040 mi., clean in & out, light blue, new tires, bed cover, runs well, \$4,700/OBO, (209) 830-8490, (530) 277-8070, #2287518.

FROM ROHNERT PARK
FROM BONHIEB PARK

FROM THE
districts

NORTHERN CALIFORNIA PROJECTS KEEP MEMBERS BUSY

ROHNERT PARK – As of this writing, District 10 is expecting beautiful spring-like conditions that should help get the new year off to a strong start. Yes, we could use more rain, but nice weather is keeping most hands busy. In addition to substantial work already in progress, more projects are expected to start soon and go to bid.

Work in progress

Argonaut Constructors is busy trying to finish up many projects. Some of their bigger jobs are the Home Depot in Windsor, the Santa Rosa Air Center sub-division, Wright Road and the J.C. Justice Center. **Mountain Cascade** is about halfway through with their \$16 million segment of the Geysers effluent line. **W.R. Ford** has completed the pad and is working on the underground portion of the Santa Rosa Convention Center. **Forde Construction** of Lodi has completed preliminary work on the east canyon at the Sonoma County refuge site and will start moving dirt this spring.

Ghilotti Brothers is progressing nicely on the long-awaited Rohnert Park Expressway and overcrossing.

Parnum Paving has a lot of work on the books, with the Willits Ridge job on Hwy. 101, north of Ukiah, probably their largest pending project.

Work to start soon

Argonaut Constructors will soon finish paving Hwy. 1 from Timber Cove to Stewarts Point. They will also do the big Sebastopol overlay job. **Mendocino Construction** has the Robinson Creek job in Mendocino County and the Geysers Road project. **Parnum Paving** has the Boonville overlay in Mendocino County and the lane widening for Hwy. 20 in Lake County. **O.C. Jones** was the apparent low bidder at \$17.5 million on a road widening from Hwy. 101 from Hwy. 12 to Rohnert Park.

Jobs going to bid

Here's a brief mention of a few of the bigger jobs coming up. There's the nearly \$22 million Clearlake Basin 2000 project in Lake County. It will tie in the Lakeport Sewer Treatment Plant with the Clearlake Oaks Plant. This will help fix community sewage problems and lifts the building moratorium for that side of the lake. The job will bid in mid-March as three different schedules with the successful bidder getting all three. This project will

ultimately provide more infusion into the Geysers Stream Fields, creating clean, low-cost energy.

On Feb. 20 the Upper Pine Flat portion of the Santa Rosa effluent line will go to bid. The engineers' estimate is \$11 million.

Be on guard

Even with many ongoing and pending projects, we must be vigilant to a real threat to our livelihoods. That threat is loss of market share to non-union contractors. There are too many jobs going to non-union bidders. As can be expected, this typically lowers standards – and bargaining power.

Management kudos

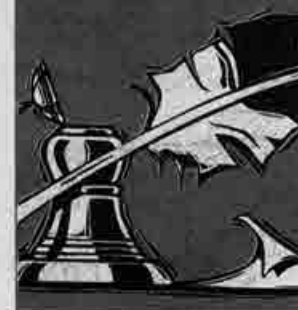
Business Manager **Don Doser**, has done a fantastic job in committing resources to organizing. Doser has appointed **Bob Miller** as Officer in charge of Organizing, and **Jay Bradshaw** as Director of Organizing.

District 10 staff has worked on many projects and job actions with the Organizing Department. It is satisfying to make a difference through concerted efforts. The most successful projects have a common ingredient: You. It can only help when rank-and-file members stand up for our rights because united we stand. As a matter of fact, Doser has made organizing the theme of this year's first Semi-Annual meeting. Please plan on attending.

Think safety, benefits, power

A few other timely reminders.

- When the weather gets cold and wet, remember to take extra precautions and think safety first.
- To be eligible for unemployed dues you must:
 1. Be on the out-of-work list the entire month preceding your request.
 2. Apply for unemployed dues between the first and 10th of the following month.
- The next eight-hour refresher course for Hazmat is Thursday, March 15 at the Rohnert Park Hiring Hall upstairs in the meeting room.
- Grade-setting classes are being held.
- Remember, if you move or have not registered to vote, please do so. You can call the district office or come in and complete a voter-registration card.



FROM THE districts



FROM HAWAII
EBOW HAWAII

HAWAII INFRASTRUCTURE WORK CONTINUES

HONOLULU – Jan. 17 marked the opening of Hawaii's 21st session of the Legislature and it's already clear that conflicting demands and many tough issues lie ahead.

On the plus side, the economy is improving and more money is available for government spending. In fact, state government last year reached a record spending level.

In addition, newly elected Sen. President Robert Bunda said in his opening-day speech he wants to spend about \$100 million on school upgrades, repairs and maintenance work.

Teachers and state employees, however, are clamoring for raises. At the same time, many citizens want tax relief, and some legislators want to give it to them in the form of a reduced general-excise tax.

Republicans, meanwhile, are pushing for civil service reform and changes in collective bargaining.

It promises to be a long, tough session. In construction news, Delta Construction Co. continues its Board of Water Supply Infrastructure Project. This job was awarded in July 2000 and members started work last November. The pipeline will run about three miles and

cost about \$2.7 million. The 42-inch concrete cylinder pipes being installed is much needed as the old pipeline was under constant repair the past several years.

Also, RCI Environmental Inc., is installing pipes further down Kamehameha Highway, as they are also doing a Board of Water Supply project. The 42-inch cylinder pipes stretch from Haiku Road to Temple Valley Shopping Center. It's about four miles long.

Both projects, expected to completed within the next month, are employing up to eight Local 3 operators and oilers.



1. Opening day of the 2001 session of the Hawaii Legislature in Sen. Cal Kawamoto's office.

2. Administrative aide Karen Komatsu, left, smiles with U.S. Rep. Patsy T. Mink during Honolulu's recent state-of-the-city address.

3. and 4. Workers for Delta construction lay pipe for new highway projects.

FROM SACRAMENTO EBOW SACRAMENTO

REGIONAL FIRMS KEEP BUSY DESPITE STORMS

SACRAMENTO – A healthy variety of projects keeps Sacramento-area workers on the job despite poor weather and several storms.

C.C. Meyers Engineering Division has several subdivision projects in the Rocklin and Roseville areas, plus a bridge project on nearby Rocky Road Boulevard.

Teichert and Granite Construction are busy with subdivision work throughout the Sacramento district.

Kiewit Pacific Company continues work on Roseville's \$85 million Pleasant Grove Wastewater Treatment Plant project on Phillips Road. This project was awarded to Kiewit May 26, 2000 with a final completion time of 1,050 days. The task is to build a wastewater treatment plant and replace the

Dry Creek Wastewater Treatment Plant SCADA System. Among the projects: build 32 structures; grade 500,000 cubic yards of material; pour 44,000 cubic yards of concrete; and lay 70,000 feet of underground pipe and 50,000 feet of exposed pipe.

Diamond Oaks Construction of Walnut Creek, a sub to Kiewit, is responsible for construction of the administration building, the influent pump station and some 20-yard structures on the project.

Also a sub to Kiewit is T&S Construction of Sacramento, which is responsible for a major portion of the underground piping.

Goodfellow Construction of Roseville has begun work for Caltrans on \$827,179 in road-widening and traffic-signal projects on Highway 49 in Nevada County, south of Lime Kiln Road.

Vadnais Corporation of San Diego was low bidder on an \$8 million Penryn Lincoln Pipeline project in Placer County for the Placer County Water Agency. This is a 42-inch water line beginning at Taylor Road along English Colony Way to Lincoln. This project will also start soon.

Granite Construction of Reno was low bidder on a Caltrans project at Truckee in Nevada County for \$86 million. The firm's workers will reconstruct Interstate 80 and six bridges from Truckee to Floristan. This project should begin in late March or early April.

By Frank Herrera
District Representative, Sacramento