Power Generators

Operators boost power grid with largest wind turbines in United States

IMPORTANT ELECTION INFORMATION

See pages 20 and 21 for important information regarding the August 2003 election of officers and Executive Board members.
Local 3: The best investment you can make

The 36th General Convention of the International Union of Operating Engineers met recently in Florida, affording me the privilege and honor of representing you, the 38,000 members of Local 3. Concerns regarding health care costs and pensions were widely discussed at the convention. The past few years of stock market volatility stunned us into cautious thinking about our investments. Is there such a thing anymore as a safe investment? I believe there is. A smart investment strategy allows you to contribute a set amount of money every month in return for a sound financial future for you and your family. That investment is Local 3. Investing now increases your wages throughout your career, provides health care coverage and delivers a dignified pension when you retire. Each Local 3 member becomes part of a group plan in the purest sense because the success of each member contributes to the success of Local 3, and ultimately to the rock-solid strength of the nation. When government officials recognize the value of our workforce, unionism will be respected as the champion of this country’s greatest asset—the American worker. Our union dues are the best investment we’ll make in a lifetime.

Wages, the return or reward for our labor, is usually the No. 1 thing on the mind of everyone who works for a living. That’s why Local 3 devotes so much energy to bargaining contracts that include automatic wage increases. It’s the value of the contract that keeps workers on the job day after day. But we have come to view wages as short-term rewards compared to the value of the union’s benefit package for health care and retirement.

With the current health care crisis, we’ve realized the real monetary value of medical coverage. Local 3’s system allows members to build an hourbank during the busy months that compensates for slow season or sick, non-work days. Without that cushion to fall back on, medical care would become an out-of-pocket expense during layoffs, bad weather or disability. Providing affordable, quality medical coverage for retirees is one of our union’s greatest accomplishments. Retirement is the time in our lives when we need medical care the most. But with today’s rising costs, an illness or accident could easily eat up the better part of a monthly pension.

Union members know Local 3’s pension ranks among the best plans around. On average, a 30-year member retires with a monthly pension (not counting social security) providing a good quality lifestyle without the need for government assistance programs. Maintaining a healthy pension fund is a priority. Although I believe every hardworking man and woman deserves that kind of dignity when they retire, it’s unheard of for the majority of workers in this country. Pension plans as America knows them are becoming an endangered species. Self-directed retirement plans, funded by money earmarked for pensions are the latest ploy of greedy employers. They willingly give up their responsibility to maintain protected pension plans for their employees by allowing workers to self-direct the investment of their pension money.

The government is determined to treat America’s working class with disregard and disrespect. Anti-union rhetoric from elected officials fell to a disgraceful low when union members were described as a “clear and present danger” to national security. This comes at a time when our opponents claim bargaining rights to labor’s longstanding principle of unity. Where did you first hear about strength in unity? I’ll bet it was at a union meeting. Bush and Cheney think they invented the phrase, "United We Stand." You know, it used to be unpopular in some circles to talk union, but now it’s portrayed as unpatriotic. In these times, talking union can be dangerous, but the danger is not about unions threatening the national security. Our guaranteed freedom to join together with other workers and bargain for fair wages, good benefits and safe working conditions is in jeopardy. This country is based on unionism, and that is the best investment you can make.

IUOE convention a success

At the recent convention, delegates from the United States and Canada conducted the business of the International, including officer elections. With my re-election as IUOE general vice president, I recognize my responsibility to advance the interests of Local 3 within the IUOE agenda. We’re the largest local in terms of jurisdiction and membership with specific needs in each of the six states. I support unity within the IUOE but I will continue to listen and speak from a Local 3 perspective.
In the News

Wyoming operators see prevailing wage increase

In 2001, the state of Wyoming conducted a wage study for highway work that impacted nearly every construction contractor and operator in the state. The Wyoming Contractors Association (WCA) wanted the mining industry to be included in the study because at the time, this industry's wages were high and WCA was losing experienced operators to the mines.

The prevailing wage came out in January 2002, and WCA got what it wanted - the mining industry was included in the study, but so was every small mom and pop construction contractor in the state. The addition of the smaller contractors lowered the prevailing wage for the majority of the crafts, and to make matters worse, operators lost their traditional classifications. With only one classification - equipment operators - operators were paid the same amount no matter which piece of equipment they operated.

In February 2002, the Operating Engineers teamed up with a number of other crafts and took the matter to court, filing an appeal on the unfair wage determination. It went to trial in April. The OE3 coalition won on appeal, but the hearing officer was overruled. The coalition filed suit again.

The court battle ensued for months, throughout the November elections. Dave Freudenthal and Eli Bebout campaigned for governor, and the operators supported Freudenthal - they were only craft to do so. After Freudenthal won the election, the building trades sat with him and discussed prevailing wages. Shortly after these discussions, Freudenthal directed the state to negotiate a new settlement for 2003.

Now operators have their classifications back. They have also seen an increase to the prevailing wage, on the average of $4 to $6 per hour.

The settlement allows employers to be more competitive in the prevailing wage market, and operators now have more work and better wages. Although OE3 is not completely satisfied with the wages, it is an improvement; wages are moving in the right direction.

Local 3 officers, staff and members were a crucial force in this effort. Without their hard work and assistance, the Wyoming prevailing wage would be the same now as it was in 2001.

Talking Points

By John Bonilla
Assistant Business Manager and President

OE3's powerful presence

April was a busy but prosperous month for Operating Engineers. The six officers and 5,000 members who attended the March 30 Semi-Annual left the meeting with a strong determination to reach our local's goals of organizing and representing union members as best we can. San Francisco Mayor Willie Brown asked us to renew our commitment to our cause, and we have, whole-heartedly.

Business Manager Don Doser emphasized Local 3's power in his state-of-the-union address. Local 3 demonstrated this ever-growing power at the Semi-Annual as more members attended this year's event than for any previous union meeting. Local 3's membership is amazing. I am continually overwhelmed by the enthusiasm you, our members, have for our union, and I try to reflect that as I work for you every day.

Local 3's power was once again demonstrated soon after the Semi-Annual when Doser, the other Local 3 officers and 1, along with 36 delegates from our union, attended the International Union of Operating Engineers (IUOE) 36th General Convention in Lake Buena Vista, Fl. Other IUOE locals definitely took note of Operating Engineers Local 3's presence at the convention. Local 3 was one of 111 locals that attended the weekend event. For each of the 111 locals to be equally represented, each needed 5 or 6 delegates.

However, of the 600 delegates at the convention, 42 were from Local 3, which means Local 3 made up about 7 percent of the delegation. This is a perfect demonstration of the magnitude of our organization.

Local 3 members should be proud of these numbers. It is because of our size and the dedication of our members and staff that Local 3 has some of the best benefits and union representation available. Local 3's 42,000 workers make up more than 10 percent of the 400,000 IUOE members in the United States and Canada. You guys, we are huge. Not only in numbers but also in what we can and have accomplished.

Our size gives us an unmatched strength and a voice that most labor unions do not and will likely never have the privilege of working with. Another aspect of our union that gives us extra clout and a stronger voice is the fact that our business manager is also an officer of the IUOE. Brother Doser served the last five years as the general vice president of the IUOE and was just re-elected for a second five-year term at the IUOE Convention. Former Business Manager Tom Stapleton was there to swear in Doser and the other newly elected IUOE officers. It was incredible to see one former Local 3 officer swearing in a current officer at the International level.

Congratulations, Local 3 for playing a vibrant role in our international.
Retired Local 3 member Francis James Enright and his mates were out at sea working on a solitary cargo vessel when World War II began, and at the time, they didn’t even know the war had started. His crew was informed when they docked, and the cargo changed from fruit and other perishables to Allied personnel, war supplies and equipment.

Beginning in 1939 and until the war ended, the U.S. Merchant Marines were summoned across turbulent and dangerous waters to deliver cargo to battle zones scattered around the globe. It took seven to 15 tons of supplies to support one soldier for one year. Because freighters were one of the only means of transport, some argue the American merchant fleets made one of the most significant contributions to the eventual winning of the war. Enright said he agrees wholeheartedly with this school of thought.

His cargo carrier, or freighter, the SS Mauna Loa, and many other slow-moving cargo carriers – Liberty and Victory ships – braved the seas at an average speed of 11 knots while under fire and through every kind of storm imaginable. Voyages would take between 18 days to six months, depending on the nature of the cargo and the destination. When a freighter left port during the war, it was on the front lines, and like many other freighters, Enright’s crew suffered casualties.

Enright kept an untold number of tales from the sea to himself and his family until his wife of 56 years, Anita, urged him to write a book about his experiences. A dutiful husband, he listened and began writing.

The result was a brilliant saga of brave men, dangerous waters, distant horizons and of course, gallant ships. “To Leave This Port” is a dynamic, true story about Enright and his seafaring mates before, during and after World War II. Enright described it as a story “about fear, loneliness, hunger, sickness, courage and companionship of some of the best shipmates that ever sailed the seas.”

The journey begins in San Francisco after the 1936-1937 seamen’s strike when Enright was 16 years old, 98 pounds and hungry. To escape the rain, he climbed the gangplank of the SS Cherokee, a refrigerated banana boat, and stowed away for an 18-day journey to Puerto Armuelles, Costa Rica. Enright recalls his first sea voyage on the SS Cherokee like it was yesterday.

“Since I was a stowaway and had not signed papers, I was not eligible for pay on that trip, but the crew took up a collection and gave me $75 when we got back into San Francisco,” Enright said. “I was rich ... because the ordinary seamen only got $50 for doing the same work I did.”

After his first trip on the SS Cherokee, Enright spent 10 years as a U.S. Merchant Marine, sailing the seas to Australia, Egypt, India and South America. He completed two trips around the world by age 20.

Throughout his seafaring career, Enright worked aboard 16 ships, mostly small freight vessels, including a stint that lasted nearly 10 months on the SS Florence Luckenbach, which was sunk by enemy action in January 1942.

Enright’s duties aboard the ships varied. He spent time scrubbing decks and painting in the early days but was later assigned to steer the vessel, secure cargo and pull a watch – where he and a partner stood on the lookout while other crew members rested.

Life at sea in the pre-war days was good. The workday was as long as it took to get the job done, and Enright said seafarers ate “mostly good” grub, the companionship couldn’t have been better, and the Seaman’s Union of the Pacific (SUP) took care of its members. But World War II changed everything.

**The impact of the war**

At night, crews were put under strict blackout conditions, and Enright said his crew was restricted from gathering in groups of five or more, so in the event of an attack, not all were killed.

Cargo ships sailed alone before the war began and later instituted convoys – escorts by other freighters, destroyers and cruisers, including the renowned heavy cruiser, the USS Houston aka the Galloping Ghost of the Java Coast. Travelling in convoy was safer than solitary sailing, but it was much slower. It took time to assemble the ships, and the congestion at port caused delays in loading and unloading cargo. Convoys sailed common but often longer routes, and faster ships were forced to reduce speed to match the speed of the slowest ship or wait for ships experiencing unexpected delays.

Enright recalls when one of the Mauna Loa’s large propellers prolonged a convoy mission.
seafarer, operator and author
A journey aboard the SS Mauna Loa and beyond

Writing history

Enright said he attempted to write while at sea with very little success, but it was not because of the lack of subject matter. His fate had been tested by bombers, kamikaze, battleships, submarines, mines and land-based artillery. There were also numerous stories of colorful companions to write about and great adventures – like the one with the wild Brazilian monkeys.

Enright captured the rowdy tale about the 400 small monkeys his crew picked up while docked in Brazil in “To Leave This Port.” The crew made bets as to who could keep their assigned monkeys alive the longest. The goal was to reach New York harbor with as many healthy monkeys as possible.

The little devils livened up the trip, but as the crew expected, when it got cold, the monkeys began dying. Enright said the crew made clothes for the monkeys from socks and kept the animals in the warm parts of the ship.

“We had monkeys all over that ship,” Enright said, “we didn’t have many left when we got back to New York.”

Enright said it was hard to forget this story, especially since he bonded closely with one of the monkeys who left him something special.

“I still have a scar on my finger where one bit me,” he admitted.

In addition to prose, Enright enjoys reading and writing poetry. The first book he published, “Poems For You and I” (a grammatical spoof), was published with sketches in 1986. His poetry is also published in the 1985 American Poetry Anthology.

Enright said he is most proud of his poem “A Once Proud Ship,” the story of an ill-fated ship. Enright said he feels a personal connection to this poem.

“Myself and another friend were asked to present a flag at a funeral of a friend, Harold Weeks, and his son said that was his dad’s favorite poem,” Enright explained.

The poem was read at Weeks’ funeral. Enright said, “It has been special to me ever since.”

From seafarer to operator

The treatment Enright received in his days as a SUP member encouraged him to join Local 3 when he became an operating engineer. He joined Local 3 in 1945 when he was 26 years old and working as a 3C classification (dredging).

Throughout the years, Enright operated bulldozers, paving machines, loaders, DW 20s and cranes. His favorite project was the Samoa Bridge across Humboldt Bay in Eureka, Calif.

Enright said operating was a good job that put bread on the table. He is particularly grateful for the health and welfare benefits provided by Local 3.

“I retired in 1981 and beat most of the odds,” he said. “Just look around at the Local 3 retirees – they are out golfing or hiking or doing some other outdoor activity – they are very active.”

An active Local 3 retiree himself, Enright will be honored with his 50-year watch at the retiree meeting in Eureka this fall. He is also an active member of the Humboldt Bay Chapter of Merchant Marines Veterans Association. Until he turned 70, Enright enjoyed flying airplanes and now spends time chopping wood, gardening and writing.

Enright currently works on two new books, seeking assistance from Anita with his punctuation and spelling. One book is about a 98-year-old man who Enright and his wife cared for in their home titled “We Lost Joe,” and the other, “9 Days in Hell,” is in its early stages.

If you are interested in purchasing “To Leave This Port,” please contact the Eureka District office at (707) 443-7328.
News that's worth repeating, advantages you won't want to miss

With the fast pace of change today, even news that is less than one year old may become ancient history for you. If that's the case, it's time for a fresh look regarding the news that Operating Engineers Federal Credit Union (OEFCU) brought you last July about its insurance services.

A quick recap: Local 3, seeking additional benefits for its members, asked the credit union to develop a solution to auto, home and life insurance needs to meet the specific concerns of Local 3 members. The credit union responded by creating Operating Engineers Insurance Services, LLC, owned solely by your credit union, Operating Engineers Insurance Services, LLC gives you access to highly experienced insurance professionals with no obligation.

The role of these professionals is to assist Local 3 members and their families in making auto, home or life insurance choices that make sense for the short and long term. For more information about this valuable resource that helps you make the right premium, deductible and coverage choices, call the Operating Engineers Insurance Services, LLC at (800) 700-7474 from 8 a.m. to 5 p.m. PST.

More good news about insurance resources

Check with the credit union before buying Mechanical Breakdown Insurance (MBI) from an auto dealer. As an OEFCU member, buying MBI from the dealer is not your only option. Member service representatives at any OEFCU branch can show you how the cost and coverage of insurance the dealers typically offer stack up against what your credit union offers. It won't take long to make the comparison, and you will be glad to see how much you could save.

You'll also want to ask your OEFCU member service representative about Guaranteed Auto Protection (GAP) insurance. If your vehicle is stolen or totaled, GAP pays the difference between what your primary insurance pays and the amount you owe on the loan. Again, it's worth it to compare what you would pay at the dealer to the savings the credit union offers.

Missed the credit union's last car sale?

Don't worry. Your credit union has many options for truck and car buyers looking to save time and money. One of these is the Credit Union Direct Lending (CUDL) service, available in California and Nevada. CUDL is a network of more than 1,500 auto dealers where you can apply for your OEFCU affordable auto loan without making a separate trip to the credit union. This, along with the speed of the CUDL network, saves you time. In most cases, you will have an answer on your loan request in just a few minutes.

The best way to begin any truck or car shopping for yourself or your family is to visit www.oefcu.org and click on the Auto Center link. A link to the CUDL dealer nearest you, as well as insurance, upcoming car sales, loan rates and information on applying for a loan is all there.

If you have a specific car or truck in mind, why not try your credit union's auto buying consultant? Tell them what you are looking for, and they will find it for you at the right price. To start your search, call (800) 326-9552.

For more information about the credit union's affordable financial services, call (925) 829-4400 or (800) 877-4444, or visit www.oefcu.org.
Tips for reading your yearly pension statement

Your pension statement provides important retirement information. Here's a guide to reading your statement.

Item 1: The number of hours reported for the plan year indicated. Compare these hours with your records; they are important in determining your pension benefit.

Item 2: The credit earned during the plan year and the dollars added to your pension for the year.

Item 3: Your total future credits and the monthly benefit through the plan year and payable at full retirement age for a normal, regular or service pension.

Item 4: Important messages regarding your pension benefits.

For help with your pension statement, please call the Trust Fund Office at (800) 251-5014 or the Fringe Benefits Service Center at (800) 532-2105.
Local 3 continues fighting for working families

Like most of you, my daily thoughts often drift to the ongoing war in Iraq. It's easy to understand why, given that we have thousands of young Americans in harm's way on another continent. Included in their ranks are a number of Local 3 members. I pray for a speedy end to the conflict and for their safe return.

As I think about the war, I'm reminded that we have another ongoing war here at home. Many employers and certain interest groups continue to wage war against workers' rights to have a union. Many of the freedoms that our troops are fighting to protect and promote in Iraq — freedom of speech, freedom of assembly and freedom of association — continue to be at risk in the workplace. While our troops fight to protect freedom abroad, you can be sure Local 3 will continue to fight to protect workers and their families here at home and to extend democracy to unorganized workplaces.

This winter's special-called Operating Engineers Community Action Team (OE CAT) meetings were a smashing success. Hundreds of Local 3 members attended the meetings. The dedication, energy and enthusiasm of members was remarkable. In every district, new volunteers signed up to assist in our organizing and grassroots political programs. You can be sure their ideas, time and energy will be put to good use in building and strengthening our union. I'm confident their dedication and commitment will help increase our union market share, and as you've heard me say before, a larger market share means a healthier pocketbook!

I've reported before that having a top-notch Organizing Department is one of Business Manager Don Doser's highest priorities. Recently, Local 3 organizers attended our annual winter training program. They were brought up to speed on recent developments in organizing law and attended training sessions to update and improve their computer skills. Organizers also received training on using the Internet for organizing-related research. In short, organizers left the training with more "tools" in their toolbox than ever.

I know this year holds great promise for Local 3's continued success in organizing. The ongoing commitment by Doser and his team of officers provides Local 3's organizing program with a solid foundation. Great staff and dedicated member activists ensure that we will reach new heights of success.

Speaking of success, the turnout for the Semi-Annual meeting was great. I really enjoyed seeing everyone. As always, the retired members present were a great reminder of the debt we owe. They fought the fights and made the sacrifices that built the foundation for the great union we have today.

In closing, I ask that you keep the well-being of our troops in your hearts. Please join me in supporting them and praying for their safe return.

Mission Statement

Local 3 is committed to providing its 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 its 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.
Rancho Murieta Training Center
for Apprentice to Journey-level Operator
By Curtis Brooks, Director

RMTC initiates disaster response program

While the war wages on in Iraq, the threat of terrorist attacks in the United States remains at an all-time high. This is why we are committed to the disaster response program.

We are in discussions with Battalion Chief Jeff Metzinger of the Sacramento Metropolitan Fire Department and Captain Jay Coon of the Sacramento City Fire Department. They proposed providing “heavy rigging” training for rescue operations for our people and their operators for use in exchange for our facilities at the Rancho Murieta Training Center (RMTC). They also offered training in other areas of disaster response such as hazardous materials from first responders to Hazmat Tech/Specs, Incidents Command Systems, a management system used in California and across the country, critical incident stress management, and urban search and rescue operations, exercises for highly trained rescue personnel.

Our goal is to build a working relationship that is mutually beneficial in the event of a local, large-scale disaster.

POP training underway

We began training the Probationary Orientation Period (POP) apprentices who are new to Operating Engineers. Employers have previously complained about apprentice shortages and dispatching delays. We are working on a new system of evaluating attrition factors like death, retirement, incarceration, military service, leaving the trade or abandoning the union for a non-bargaining unit employer, which negatively impact our pool of apprentices. Tracking this information and coordinating the employer’s needs is an ongoing, uphill battle. On the flip side, the instructors, coordinators and I cannot be on every jobsite at the same time and at all times. Therefore, we rely on journey-level operators (mentors) to assist the POPs who have limited experience in and around the field.

I have said it before, and I will say it again: The No. 1 priority of RMTC is to provide the best training to our members. We spend a lot of time scheduling classes to meet those training needs. However, we need you to be the extra eyes and ears so we can keep our apprentices on board with the goals of the apprenticeship program. If we fail to meet those goals or our apprentices don’t receive the training they need, we risk losing them or turning our_subpar journey-level operators. I see no greater justification for a valid measurement of the attrition factor.

Rest assured, this does not mean we will refocus our energies away from supplemental related training, journey-level upgrade training and crane certification. We will continue to evaluate the program for its strengths and weaknesses without these other programs.

Hydraulic pump basics

There are three main designs in hydraulic pumps: gear, vane and piston. Some machines have all three, some have only one. Each type of pump has its benefits and limitations.

Gear pumps are one of the least expensive types to build, and they handle dirty oil the best. That’s one of the reasons engine oil pumps are primarily gear types. Unfortunately, when it wears out, you must replace the entire assembly.

Vane pumps are initially more expensive, but when they wear out, usually all that is replaced is the cartridge, which saves money on maintenance. Vane pumps are not as dirt tolerant as gear pumps.

Piston pumps have become more popular. They provide high pressures and can vary their output as needed. When there is no demand, the pump neutralizes or goes into a standby mode, and when needed, the pump can produce an infinitely variable output. Piston pumps are the most expensive and cannot tolerate dirt. I refer to them as 3H pumps - high pressures, high flow and high price. Some large piston pumps are in the tens of thousands. I wouldn’t recommend field disassembly. They can be difficult, even in a shop environment with the proper tools and training.

One last thought

When you replace a hydraulic pump, keep the system clean and prime the pump before starting the engine. I was once told that if you don’t prime a pump and it has to draw the oil to it (cavitate), you will lose a quarter of the pump’s life. I’m not sure of that percentage, but I am sure that running a pump dry, even for a moment, is bad for it.

Next month: Let’s talk about computers and our industry.

Apprenticeship graduates

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<td>Construction Equipment Operator</td>
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CCO Tests for new candidates

2003 CCO Exam
June 29, Sept. 21, Dec. 14

CCO Practical Test
New CCO candidates and candidates who have passed the written portion of the CCO exams should contact Theresa Brooks at (916) 354-2029, extension 232, to schedule an appointment or obtain information on the Practical Test dates.
**OE CAT**  
By Cindy Tuttle, Political Director

**Training and Retreat 2003: connecting with the community**

Knowledge is power. This adage could not be truer for members of the OE CAT who represent and advocate Local 3. Being connected to their communities – knowing who, what, where, when, why and how around town – enables CAT members to be involved in discussions and activities at the local level on issues important to Local 3.

With California's budget deficit at an estimated $35 billion, local and state governments are being forced to work under enormous pressure and make decisions that could help or harm the membership. Under these circumstances, the presence of the CAT in the community is now more than ever, critical to our efforts.

That is why the OE CAT Training and Retreat Saturday, March 29 focused on improving the CATs' knowledge and understanding of the communities where they live and work. I am pleased to report it was a productive session for the 200 CAT members in attendance. Realizing the importance of their community connections, the CATs seized the opportunity to sharpen their skills, debrief and share experiences, ideas and stories.

The retreat began with a recap of the CATs' recent accomplishments and current activities, including phone banking to save Proposition 42 funding, followed by a number of entertaining CAT stories and an interactive exercise designed to enhance the CAT members' knowledge of their communities and to explore how Local 3 fits into their local political arena. The CATs worked diligently on this demanding exercise – racking their brains and exploring local and state resource rosters, guides and plans for an extensive, in-depth look at their communities.

As evidenced by the CATs' feedback and evaluation forms, the highlight of the retreat was the surprise visit by Asst. Business Manager and President John Bonilla and Financial Secretary Harold K. Lewis.

Explosive applause greeted the officers as they approached center stage. Returning the applause, Bonilla and Lewis praised the troops for their continued contributions to Local 3. The officers addressed the CATs on the importance of their work in the community, emphasizing the fact that there is strength in numbers.

As always, Bonilla and Lewis brought the house down. One CAT member said Bonilla's speech was the most inspiring and the most useful segment of the retreat: "[Bonilla] let us know we are doing a good job not individually but as one family.”

APL-CIO Western Region Director of Organizing Andrea Staples kept the momentum going with a speech about motivating the troops as did House Council Paul Supton, who revved it up with his topic, the importance of being union. Both speeches generated great questions and productive discussions.

After a full day of events and activities, renowned political comedian Will Durst, aka Will Rogers with fangs, performed one of his signature mock, seoff and taunt routines. The five-time Emmy nominee tastefully spun the latest political headlines into a hysterical tizzy. Durst peppered his jokes with a number of labor union spoofs and cracks, which kept the CATs in stitches and made for a perfect conclusion to another productive OE CAT retreat.

With another retreat behind us, I'm confident the CATs are more informed and more powerful than ever – ready to lead us through the next struggle, wherever that may be. It's good to know even in these tough times, the CATs are out there in their communities doing what's necessary to protect and strengthen Local 3.
Operators boost power grid with largest wind turbines in United States

Story and photos by Kelly Walker, managing editor

Once again, Local 3 makes history as 40 members erect 81 of the largest wind turbines (windmills) in the United States for what will be known as the High Winds Energy Center, a 150-megawatt wind farm in the Montezuma Hills of Rio Vista, Calif.

Of the many wind plants in the United States, these 328-foot tall Vestas V80 windmills are the first wind structures of this magnitude available in the nation. Each of the 315-ton structures generates 1.8 megawatts of power, and the combined energy of the 81 windmills is enough to power up to 75,000 homes per year.

Wind was used as an efficient energy source as early as 5000 B.C. when it propelled boats along the Nile River. Throughout history, advancements in wind technology have spawned such uses as pumping water, grinding grain, and most importantly today, generating electricity.

Technological advancements, along with a growing concern for the earth's natural resources and a search for alternative means for energy as fuel prices rise, have made wind the fastest growing energy technology in the world. Wind energy does not pollute the environment, and it is a renewable energy source, meaning it will always be available. But because wind is not constant, it is considered an intermittent resource. In contrast to a fan, which uses electricity to make wind, turbines use wind to make electricity. The wind causes the blades to turn, the blades spin a shaft connected to a generator, and the generator produces electricity.

Team players

The High Winds project is a massive coordination effort headed by FPL Energy, the largest U.S. generator of wind power with an extensive portfolio including 28 wind farms in 10 states.

FPL Energy contracted Bragg Crane and Davenport Marino for crane work, D.H. Blattner & Sons as the general contractor, and Rosendin Electric for the underground work to connect the windmills to the energy transmission and distribution lines.

The power generated by the windmills will be sold to PacifiCorp Power Marketing and will go onto the Pacific Gas and Electric power grid.

continued on page 12
The rotor is lowered to the nacelle.

continued from page 11

Ken Talovich, a wind plant production assurance specialist for FPL, said the High Winds project undoubtedly benefits the local economy because the power is produced and used in the region.

Because of its agricultural setting, because the area is close to existing high-capacity transmission lines, and because of the area's high 18-mph average wind speed, Rio Vista is a perfect place for the wind farm. Data was collected for a couple of years to determine the chosen location was ideal for the wind turbines, which operate best in areas where average wind speeds exceed 12 mph.

The project requires the skilled work and cooperation of operators, millwrights, ironworkers, carpenters, laborers, surveyors, testers and inspectors. The 40 Local 3 members working on the project are split between the Port of Sacramento and the Rio Vista site. Seven operators work at the port for Bragg Crane and Davenport Marino, 25 operators work in Rio Vista for Blattner and eight for Rosendin Electric.

Piece by piece

The project began Feb. 4 and is slated for a mid-summer 2003 completion. Seventy-two windmills are scheduled to be installed by June 30, the remaining nine by July 31. The windmills are constructed in phases. First, operators drill a 30-foot hole in which a cylindrical rebar cage is placed. The circumference of the cage is cemented and the center is packed with dirt. The underground structure is then capped with a round concrete slab. This process creates a stable foundation for the windmill.

The windmills are put together in pieces, and it can take days to put together an entire windmill. A tower might be constructed one day; the nacelle added another day and the rotor another. The tower consists of three sections, and each has to be carefully lifted into place. When the nacelle is attached, it is lifted to the top of the tower where a worker, who climbed inside the tower, waits to bolt the nacelle. The blades have to be attached to the hub before they can be placed atop the windmill. This requires crane work and several hands steadying the structure. After the blades are bolted in place, the nose of the rotor is secured. When the rotor is lifted, a worker climbs into the tower and into the nacelle to bolt the rotor to the nacelle. It takes two cranes to lift each piece; one lifts and one steadies the structure until the lifting crane has it secure.

In addition to erecting the windmills, operators are responsible for the direct offloading of windmill parts when they arrive by ship and rail at the Port of Sacramento. The operators place the parts on land for storage and load them onto trucks to be shipped 50 miles to the Rio Vista site as requested.

The windmills arrive at the port in sections, and different sections arrive on different shipments. The three main sections are the 78-meter, 220-ton tower, a 61-ton nacelle that houses the generator, and a 34-ton rotor, which consists of three blades and the hub they attach to. Each tower comes in three sections: an 80-to 85-foot base, a 135-foot midsection and a 90-foot top. The parts come from Denmark and Korea. Some arrive on ship at the Port of Sacramento, and some are shipped to Houston, Texas, then railed to the port.

Richard Daniels, the project superintendent for Davenport Marino at the Port of Sacramento, coordinates the offloading of ships, the storage and the loading of trucks at the port, as well as the transportation to the site. Daniels said, "It takes seven one unit." Daniels said his crew serves the site. He said there are delays, and that the ship is even though weather, schedule partially caused delays. The parts transported are dependent on what Blattner ships to arrive at the site.

The High Winds project required 11 miles of new roads at the Rio Vista site. Seven operators work at the Port of Sacramento, and some are shipped 50 miles to the Rio Vista site as requested. The windmills arrive at the port in sections, and different sections arrive on different shipments. The three main sections are the 78-meter, 220-ton tower, a 61-ton nacelle that houses the generator, and a 34-ton rotor, which consists of three blades and the hub they attach to. Each tower comes in three sections: an 80-to 85-foot base, a 135-foot midsection and a 90-foot top. The parts come from Denmark and Korea. Some arrive on ship at the Port of Sacramento, and some are shipped to Houston, Texas, then railed to the port.

Richard Daniels, the project superintendent for Davenport Marino at the Port of Sacramento, coordinates the offloading of ships, the storage and the loading of trucks at the port, as well as the transportation to the site.

"Sometimes there's three lifts in one day," Daniels said. "It takes seven one unit."

Daniels said his crew serves the site. He said there are delays, and that the ship is even though weather, schedule partially caused delays. The parts transported are dependent on what Blattner ships to arrive at the site.

An uncommon adventure

Because the V80 windmill is the largest in the nation, the High Winds project is unparalleled. "It's unique working on the 78-meter tower and getting to work on machinery that Apprentices Jon Graff and the opportunity to get experience."

Tim Woodall, a field inspector for Local 3, said it's great working on the project. "It's great, it's an opportunity to get experience."

"It's unique working on the 78-meter tower and getting to work on machinery that Apprentices Jon Graff and the opportunity to get experience."

"It's unique working on the 78-meter tower and getting to work on machinery that Apprentices Jon Graff and the opportunity to get experience."

"It's unique working on the 78-meter tower and getting to work on machinery that Apprentices Jon Graff and the opportunity to get experience."
Above: The Blattner crew gathers for a Monday morning safety meeting.
Above left: A specially designed hydraulic leveling spreader bar is used to lift the nacelles out of the cases they are shipped in and onto the trucks that transport them to the Rio Vista wind farm.

Blattner conducts safety meetings with its entire crew first thing every Monday morning at which the crew receives a risk management newsletter detailing important safety issues that need to be addressed as well as safety blunders that occurred on site since the last meeting and a job hazard analysis. As of April 14, the Rio Vista site had gone 129 days without a lost-time accident.

The project has made Graffigna more aware of safety issues.

"I've learned about staying in control and being aware of my surroundings," Graffigna said. "I've learned to watch out for others and my own safety, as well as the safety of the machine."

Making the most of it

The High Winds project carries some unique challenges. One main challenge is dealing with high winds. The job has had to shut down because wind speeds were too high to operate cranes. Other challenges are coordinating work at the port with work in Rio Vista, keeping a large crew on track and on schedule, and communicating effectively to get all phases of the project completed as efficiently and safely as possible.

Journey-level operator Ron Cyr, who has 30 years of crane experience, said it's rewarding to be a part of a site that's challenging. He said working with Local 3 has been beneficial in facing the everyday tasks and obstacles that come with the job.

"I look forward to doing a good, safe job for the local, and I hope Local 3 is recognized for the good people it has out here," Cyr said. "Without Local 3, none of us would be here. The professionalism of the operators, business agents and everyone associated with the local has been remarkable."

For more information about windmills and this project see page 16.
Without Local 3, none of us would be here. The professionalism of the operators, business agents and everyone associated with the local has been remarkable.

- Ron Cyr, Journey-level operator

**The anatomy of a wind turbine**

1. **Anemometer**: Measures the wind speed and transmits wind speed data to the controller.
2. **Blades**: Most turbines have either two or three blades. Wind blowing over the blades causes the blades to "lift" and rotate.
3. **Brake**: A disc brake, which can be applied mechanically, electrically or hydraulically to stop the rotor in emergencies.
4. **Controller**: The controller starts up the machine at wind speeds of about 8 to 16 mph and slowly cleans the tower of debris.
5. **Gearbox**: Gears connect the low-speed shaft to the high-speed shaft and increase the rotational speeds from about 30 to 60 rpm to about 900 to 1500 rpm, the rotational speed required by most generators to produce electricity. The gearbox is a costly and heavy part of the wind turbine.
6. **Generator**: Usually an off-the-shelf induction generator that produces 60-cycle alternating current.
7. **High-speed shaft**: Drives the generator.
8. **Low-speed shaft**: The rotor turns the low-speed shaft at about 30 to 60 rpm.
9. **Nacelle**: The rotor attaches to the nacelle, which sits atop the tower and includes the gearbox, low- and high-speed shafts, generator, controller and brake. A cover protects the components inside the nacelle.
10. **Pitch**: Blades are turned, or pitched, out of the wind to keep the rotor from turning in winds that are too high or too low to produce electricity.
11. **Rotor**: The blades and the hub together are called the rotor.
12. **Tower**: Towers are made from tubular steel or steel lattice. Because wind speed increases with height, taller towers enable turbines to capture more energy and generate more electricity.
13. **Wind direction**: An "upwind" turbine, so-called because it operates facing into the wind. Other turbines are designed to run "downwind," facing away from the wind.
14. **Wind vane**: Measures wind direction and communicates with the yaw drive to orient the turbine properly with respect to the wind.
15. **Yaw drive**: Upwind turbines face into the wind; the yaw drive is used to keep the rotor facing into the wind as the wind direction changes. Downwind turbines don’t require a yaw drive because the wind blows the rotor downwind.
16. **Yaw motor**: Powers the yaw drive.

Courtesy of the U.S. Department of Energy
Tech News
By Ed Wodzienski, Tech Engineers & Inspectors
Business Representative

Faces in the field

Senior Engineering Inspector Marty Babione works for K&B in Monterey county. Babione is employed by Stevens, Ferronee & Bailey.

From left: Party Chief Bruce Coon and Chairman Terrance Wahler work at the Peoplesoft campus in Pleasanton, Calif. Coon and Wahler are employed by Kier and Wright.

Brain teaser courtesy of Professional Surveyor magazine

Brain teaser

Problem 35: From the given information, what are the central angles of the two curves?

Solutions to this month's brain teaser can be found at www.prosurv.com.

Eureka honors champion of working people

With great sorrow, the Eureka office reports the loss of one of Local 3's family. Hazel Swaner passed away Sunday, Feb. 23. Anyone who visited the Eureka office during her tenure as secretary from 1955 to 1986 will remember Hazel's bright smile and the twinkle in her eye. Hazel ran the Eureka office like a first sergeant runs a unit. She raised numerous young Local 3 dispatchers, agents and representatives and kept us out of trouble. Hazel schooled us on the ins and outs of Local 3's rules and regulations. She sincerely cared about Local 3's members and retirees, and she will be missed by all who were lucky to have known her.

Recently, the friends, neighbors and associates of Bill Burns joined at the Eureka Inn to honor him, his family and his work. The crowd of 150 included California State Senator Wes Chesbro, California State Assemblywoman Patty Berg, Liz Murguia - representing U.S. Rep. Mike Thompson, 10 former Local 3 district representatives, former officers Norris Casey and Jerry Bennett, and Vice President Bob Miller and Rec. Corres. Secretary Rob Wise.

Burns received numerous resolutions from state representatives, county boards of supervisors, cities and one from Bob Baldenorth of the State Building and Construction Trades Council. He received an award for 20 years of service to the California Apprenticeship and one from the Construction Industry Force Account Council. His name was entered into the Congressional Record.

Throughout the entire evening, the speakers and presenters arrived at the same conclusion - Burns is a champion of the cause of working people and their families. Appropriately, Burns concluded the event with these words: "The two most important things that have happened in my life are my family and Local 3."
**FROM WYOMING**

**District 15 recognizes a lifetime of service**

OE3 and District 15 recognize Darwin Geerdes of Cheyenne, Wyo., for his 42 years of service. Geerdes began his career in 1960 with Local 9 in Colorado. In 1977, he transferred to Local 400 in Wyoming, which became Local 800 in 1982. He transferred to Local 3 in May 1999.

Geerdes is a fully qualified crane operator. He is certified on hydraulic cranes and a 4100 Manitowoc, but he operated other types of cranes on several occasions.

On his retirement, Geerdes will spend time on two of his favorite pastimes, team roping and fishing.

We thank Geerdes for his dedicated service as an Operating Engineer.

Darwin Geerdes shows his 25-, 30-, 35- and 40-year service pins.

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**FROM ROHNERT PARK**

**District 10 welcomes new members**

District 10 is proud to report on its successful organizing drive with Waste Management Inc. (WMI). Friday, March 28, the workers voted in a National Labor Relations Board (NLRB) election and chose Local 3 as their collective bargaining representative.

Organizers Todd Doser, Art Loya, Steve Frankele and H.K. Pang worked long and hard for this outcome. Thank you for your time and efforts in making this election a success.

Contract negotiations are the next step in the process. If you talk with WMI employees on the green and white disposal trucks, please share some encouraging words with them.

Our quarterly district meeting Thursday, March 20 was productive and well attended. Alec Giddings was elected to the District 10 Grievance Committee. He replaces Scott Rymer who recently retired. Happy retirement wishes to Rymer from your brothers and sisters in District 10. We appreciate your dedication and service on our PAC and Grievance Committees during the past decade.

The Rohnert Park membership elected a new Market Geographical Area Committee. Congratulations to Clarence Walford, Mike Donaghy, John Tavasei and retiree Leon Calkins, who was re-elected chairman of the Retiree Association.

Seven members were initiated and sworn in at the meeting, and Vice President Bob Miller reported activities throughout Local 3's jurisdiction.

Reminder: When you go back to work, call the hall to have your name removed from the out-of-work list. It is your responsibility to keep your address and phone numbers current with the district office.

Don't forget to mark your calendar for the District 10 annual barbecue picnic Sunday, June 29 at the Sonoma County Fairgrounds in Founders Grove. Once again, we will serve a bountiful menu and good times. Call the District 10 office at (707) 585-2487 to purchase or reserve tickets.

The District 10 office staff expresses sincere condolences to retired Local 3 member Ed McDonald on the loss of his beloved wife, Carolyn M. McDonald on March 16. Our prayers and thoughts are with you, Ed.

Congratulations to Local 3 member Vern Tyree, who married Mary Fleetwood in Tahoe March 14. The couple resides in Santa Rosa.

Another newlywed congratulations to Local 3 member David Bilak, who married Antoinette Giannaulis March 19. They married at the Santa Rosa Courthouse and reside in Petaluma. We wish both couples a lifetime of happy and loving memories.
Nevada operators work the highways

The Reno staff thanks everyone who participated in the member and contractor breakfast at John Ascuaga’s Nugget Saturday, March 22. It was a great success. Eighty people attended, and we received significant input from members and contractors. We think everyone agreed it was helpful to discuss important issues such as our apprentice training site, the rising costs of health and welfare, which essentially affects everyone in the industry and of course, politics.

With the Nevada Legislature in session, we're closely watching our elected officials. We realize the importance of registering to vote, and we vote for people who will ensure the voices of working men and women are heard.

We remind our members living in eastern Nevada about the pre-retirement meeting in the Elko office Tuesday, May 13 at 6 p.m. Charlie Warren and Loretta Ramirez will discuss the pension plan, so bring your spouse and your questions.

Also in the Elko area, Ames picked up a job in Round Mountain that will keep several operators busy. Road and highway builders work on the I-80 Osino project, and Frehner is busy in Wells on U.S. 93. Q&D Construction began several projects, including one at Manogue High School. The two major projects in Reno are the Spaghetti Bowl and the downtown Retrac.

The rock, sand and gravel industry goes strong with Frehner crushing at Mound House and Mustang. Granite keeps operators busy at facilities in Carson City and the plant at Lockwood. Rees crushers at Hidden Canyon and plans to finish for Granite on I-80 near Truckee.

We remind the membership that with rising health and welfare costs and upcoming contract negotiations, it is important to attend all meetings. The district meeting will be held May 8 at 7 p.m. We hope to see everyone there.

FROM NEVADA JAC

JAC graduates seven new apprentices

In November 2002, the Nevada Joint Apprenticeship Committee (JAC) graduated seven journey-level operators: Kenneth L. Benjamin, Martin W. Breitmeyer III, Gordon Crutcher Jr., Matthew F. Dunlap, Dean C. Jacobs, Steven A. Lauriano and Sherry L. Powell.

Vice President Bob Miller and the Nevada JAC presented awards to the new apprentice graduates who were also awarded certificates by the state of Nevada Apprenticeship Council Office as well as U.S. Sens. Harry Reid and John Ensign and U.S. Rep. Jim Gibbons' office.

In addition to the graduation awards, Q&D Construction received the "Employer of the Year" award and Rob Bagley was named "Supervisor of the Year."

Q&D Construction has built and remodeled structures throughout northern Nevada and California since 1964. Its divisions include building, general engineering and special projects. The company works primarily on roads, bridges, parks, subdivisions, schools, hospitals, offices, industrial facilities and various public-use facilities. Q&D Construction employs more than 600 people, including operators, laborers, mechanics, carpenters, truck drivers, project leaders and support staff. More than 300 trucks and pieces of large equipment allow the company to handle any type of underground, road or earth moving project.

Q&D Construction's current projects include the 18-hole Nicklaus Design Golf Course, 100 custom homes for Old Greenwood in Truckee, Calif., and the Somersett Development in Reno, which includes infrastructure for a planned community with more than 2,000 homes and two golf courses. The company also works on major projects for Barker Coleman, Reymen & Bardis, Bailey Dutton, Centex, Highfield Corporation, Sierra Pacific Power Company, RTC and Washoe County Utilities.
**DISTRICT MEETINGS**

All meetings convene at 7 p.m.

### MAY 2003

1st District 60: Yuba City
   Sutter-Yuba Board of Realtors
   1555 Starr Dr.

7th District 15: Casper
   Engineers Building
   4925 Wardwell Industrial Dr.

8th District 12: Orem
   Steelworkers Union Hall
   1847 South Columbia Ln.

8th District 11: Reno
   Engineers Building
   1290 Corporate Blvd.

15th District 50: Fresno
   Cedar Lanes
   3131 N. Cedar

15th District 01: Burlingame
   Machinist Hall
   1511 Rollins Rd.

### JUNE 2003

5th District 20: Martinez
   Plumbers 159
   1304 Roman Way

6th District 90: Watsonville
   Ramsey Park
   1301 Main St.

9th District 17: Lihue
   Kauai High School Cafeteria

12th District 17: Hilo
   Hilo ILWU Hall
   100 W. Lanikaula St.

13th District 17: Kailua-Kona
   King Kamehameha Kona Beach Hotel
   75-5660 Palani Rd.

### JULY 2003

10th District 80: Sacramento
   Engineers Building
   4044 N. Freeway Blvd.

17th District 30: Stockton
   Italian Athletic Club
   3514 Cherryland Dr.

17th District 04: Fairfield
   Engineers Building
   2540 N. Watney Way

### CORRECTION

Father's Day is June 15
not June 22 as printed in the Operating Engineers Local 3 calendar.

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**3RD ANNUAL RIDE TO RENO**

Rev up your engines!

Bikers, join your fellow Local 3 members who, for the third year, will ride in style across the California-Nevada state border from Sacramento to Reno.

Meet at the District 80 office Saturday, July 12 at 8 a.m. The journey starts there and ends at the Reno District picnic. Make your own reservations if you plan to stay overnight.

For more information, contact Theresa Reclusado at (916) 257-6963.

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**ANNOUNCEMENT**

Free gradesetting and gradechecking classes for OE3 members are held every Tuesday from 6:30 p.m. to 8:30 p.m.

San Jose Hall
760 Emyre Street
San Jose, CA
Instructor: Dennis Garringer

North County Recreation & Park District
11261 Crane St.
Castroville, CA
Instructor: Joe Pena

Call (408) 295-8788 for more information.

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**LOCAL 3 RECORDS HISTORY**

Local 3 is creating a history book about the union. If you have any historical information, artifacts or memories about the local, or if you are interested in this project, please call Local 3 toll-free at (866) 8-LOCAL3 and leave a detailed message.
### 2003 GRIEVANCE COMMITTEE MEMBERS

<table>
<thead>
<tr>
<th>01 - SAN FRANCISCO</th>
<th>50 - FRESNO</th>
<th>12 - SALT LAKE CITY</th>
<th>15 - CASPER</th>
<th>20 - OAKLAND</th>
<th>30 - STOCKTON</th>
<th>40 - EUREKA</th>
<th>11 - RENO</th>
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<tbody>
<tr>
<td>Jeffrey Scott</td>
<td>Mark W. Fagundes</td>
<td>Jeff C. Anderson</td>
<td>Daniel J. Estes</td>
<td>Michael Akau</td>
<td>John Bruce</td>
<td>Larry Hoerner</td>
<td>Dylan Gallagher</td>
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<td>Michael Smoother</td>
<td>Ronald Mecham</td>
<td>Kit B. Morgan</td>
<td>Scott L. Norris</td>
<td>Michael Akau</td>
<td>Albert Danz</td>
<td>Paul Lindner</td>
<td>Ken Gordo</td>
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<td>Joe Wendt</td>
<td>Robert A. Wilson</td>
<td>Tony Mair</td>
<td>Mark Urrutia</td>
<td>Russell Tam</td>
<td>Frank Vargas</td>
<td>Kevin Reynolds</td>
<td>Rodney Young</td>
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### 2003 MARKET & GEOGRAPHICAL AREA ADDENDUM COMMITTEE MEMBERS

<table>
<thead>
<tr>
<th>01 - SAN FRANCISCO</th>
<th>60 - YURA CITY</th>
<th>04 - FAIRFIELD</th>
<th>70 - REDDING</th>
<th>10 - RONERT PARK</th>
<th>80 - SACRAMENTO</th>
<th>20 - OAKLAND</th>
<th>90 - SAN JOSE</th>
<th>10 - ROHNERT PARK</th>
<th>60 - YUBA CITY</th>
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<tr>
<td>Vance Pope</td>
<td>Alex Bryce, Sr.</td>
<td>John Collmann</td>
<td>Charles D. Gilbreath</td>
<td>Michael Donaghy</td>
<td>Albert Perez</td>
<td>Patrick Farley</td>
<td>Darrel Cooley</td>
<td>Michael Donaghy</td>
<td>Alex Bryce, Sr.</td>
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<td>Mark Reynolds</td>
<td>Dan Wycoff</td>
<td>David Harrison</td>
<td>Fred J. Vokal</td>
<td>Kevin Costa</td>
<td>Benton Roberts</td>
<td>Eric Quiles</td>
<td>Donald Wyatt</td>
<td>Kevin Costa</td>
<td>Benton Roberts</td>
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### CRUISE TO ALASKA

And support the Operating Engineers Scholarship Foundation

Join our group on a seven-day Inside Passage cruise onboard Norwegian Cruise Lines' Norwegian Sun

Aug. 31, 2003

Roundtrip from Seattle, including spectacular Glacier Bay, Juneau, Skagway, Ketchikan and Victoria B.C.

Enjoy "Freestyle Cruising" (choose what you want to do, where you want to dine and what you want to wear) on a beautiful ship that offers everything from nine restaurants, pools and jacuzzis, full fitness center and spa to Las Vegas-style shows and a glamorous casino, our own private parties and much more!

Cruise-only rates from

$849 per person, double occupancy*

To make a reservation or for more information, call (888) 713-0441 toll free

*includes a $50 contribution to the Scholarship Fund and port charges (air add-ons available)
**OFFICIAL ELECTION NOTICE**

**NOMINATION RULES FOR THE ELECTION OF OFFICERS AND EXECUTIVE BOARD MEMBERS**

Recording- Corresponding Secretary Robert L. Wise, in compliance with the Local Union Bylaws, Article XII, Section 2(b), publishes the following notice:

**NOTICE OF RIGHT TO NOMINATE**
Article XII, Elections, Section 2(i)

Eligibility of Members to Nominate: Every Member of the Parent Local Union and its Sub-divisions (except the Registered Apprentice Sub-division), who is not suspended for non-payment of dues preceding the first nominating meeting shall have the right to nominate.

**NOMINATION FORMS**
Article XII, Elections, Section 2(e)

Nominations shall be in writing and signed by one or more nominators giving each nominator's Social Security Number and Register Number in the form following:

**SINGLE NOMINATOR**

I hereby nominate ____________________________________________________________
Register No. ________________________________________________________________
Social Security No. ____________________________________________________________

(Insert Office or Position)

Signature ____________________________________________________________
Social Security No. __________________________________________________________
Register No. ________________________________________________________________
PRINT Name ______________________________________________________________

**MULTIPLE NOMINATORS**

We hereby nominate __________________________________________________________
Register No. ________________________________________________________________
Social Security No. ____________________________________________________________

(Insert Office or Position)

Signature ____________________________________________________________
Social Security No. ____________________________________________________________
Register No. ________________________________________________________________

**NUMBER OF NOMINATORS REQUIRED**
Article XII, Elections, Section 1(a)(b)

The minimum number of eligible nominators required for a candidate for office based on the Local Union Membership (excluding Registered Apprentices) on February 28, 2003 of 37,284 members is thirty-eight (38).

Article XII, Elections, Section 1(c)

The minimum number of eligible nominators required for district member of the Executive Board is one (1).
ELECTION COMMITTEE NOTICE

Robert L. Wise, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII, Section 3(b), Elections of the Local Union Bylaws, elections will be held at the first regular district meeting in each district beginning in March for Members of the Election Committee which will conduct an election in August 2003 of Officers and Executive Board Members.

ARTICLE XII, SECTION 3, ELECTIONS:

(a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union, ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each nominee shall be a registered voter in the District in which he or she is nominated, shall have been a Member of Operating Engineers Local Union No. 3 for one (1) year next preceding his or her nomination and election, and shall not be a candidate, or nominator of a candidate for any Office or Position.

The nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he or she is unable, or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he or she, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

HONORARY MEMBERS

The following retirees have 35 or more years of membership in Local 3 as of March 2003, and were eligible for Honorary Membership effective April 1, 2003 unless otherwise noted (*).

Edward L. Brown .......................... 1117556 Steve Felz ............. 1312801
Clinton Dayley ............................ 1148277 Dave Shera .............. 1203475
George Frazer ............................. 1148456 Gail Shumaker .......... 1142856
Cecil Fritter ............................... 0321302 Robert A. Tidball ....... 1281417
John Hardwick ............................. 1321272 Joseph Tubb .......... 1199336
Timothy Hendrix *......................... 1243110 Isaac D. Valdez .... 1321313
Michael Hinton .................. 2001154 Ubaldno Valencia ... 1317611
Arthur Huff ............................... 1006622 Paul Williams ....... 1309214
Robert Hutchison ....................... 1175043 Dennis Wright ....... 1265063
William C. Kurashige *................. 1257091
Jerry F. Miller ............................ 1238617 * Effective January 2003

Departed Members

Our condolences to the family and friends of the following departed members:

Andrade, Ronald ....................... Fremont, CA .............. .02-23-03
Barnard, D. .............................. McKinleyville, CA .... 02-27-03
Bishop, Frank ......................... Redding, CA .............. 03-08-03
Brown II, Erle ......................... El Cerrito, CA ....... 01-06-03
Center, Lowell ......................... Fremont, CA ....... 02-25-03
Cook, John ............................... Yountville, CA ...... 02-18-03
Dexter, Lewis ............................ Vallejo, CA ........... 03-17-03
Erhard, Peter ......................... Antioch, CA ............ 03-16-03
Fenno, Dennis ......................... Red Bluff, CA ....... 12-29-02
Garcia, Joe ............................... San Jose, CA ...... 02-22-03
Gillispie, Gilbert ..................... Biggs, CA .............. 03-22-03
Gipson, R. ................................. San Francisco, CA .. 03-13-03
Gonzales, Alfred ....................... Apache Jct, AZ ....... 02-24-03
Hale, Sam ................................. Coulterville, CA .... 03-19-03
Head, Guss ............................... Selma, CA ....... 01-25-03
Hines, Robert ......................... Sacramento, CA .... 03-17-03
Jacobs, Milton ......................... San Mateo, CA ....... 02-14-03
Jensen, I ................................. Stockton, CA ...... 11-05-01
Johnston, Glen ......................... Campbell, CA ....... 03-04-03
Malcolm, William ...................... Oroville, CA ....... 01-12-03
McGold, V ................................. Sparks, NV ....... 02-21-03
Mitchell, Dean ......................... Salt Lake City, UT ... 02-05-03
Moniz, Kenneth ....................... Waialua, HI ....... 03-08-03
Morgan, Harold ......................... Redding, CA ....... 02-21-03
Palmat, Abel ......................... Waiamea, HI ....... 03-02-03
Pardini, Angelo ......................... San Francisco, CA .. 02-03-03
Poole, Vernon ......................... Wilton, CA ....... 02-14-03
Powers, Delbert ....................... Nott, Or .............. 03-14-03
Pullizz, Robert ......................... San Jose, CA ...... 01-31-03
Redo, Joseph ......................... Haiku, HI .............. 03-05-03
Robb Jr, William ....................... Kapolei, HI ....... 01-23-02
Sakamoto, Kazumi ..................... Aiea, HI .............. 03-12-03
Simmons, Prim ......................... San Jose, CA ....... 03-07-03
Stockton, Joe ............................ Naples, FL ....... 02-27-03
Thoms, Gerald ......................... Hughson, CA ....... 02-17-03
Todoki, Sunao ............................ Honolulu, HI ....... 02-19-03
Wilson, Ron .............................. Clovis, CA ...... 02-21-03

Meetings & Announcements

MAY 2003 + ENGINEERS NEWS 21

ARTICLE XII, SECTION 3, ELECTIONS:

(a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of certified public accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the regular quarterly or specially called District Meetings by vote of those Members present whose last known address, as shown on the records of the Local Union, ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each nominee shall be a registered voter in the District in which he or she is nominated, shall have been a Member of Operating Engineers Local Union No. 3 for one (1) year next preceding his or her nomination and election, and shall not be a candidate, or nominator of a candidate for any Office or Position. The nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he or she is unable, or unwilling to serve, shall be replaced by the nominee with the next highest number of votes, and he or she, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

MEETINGS TO ELECT THE ELECTION COMMITTEE

March 2003

5th District 15 — Casper
Engineers Building
4925 Wardwell Industrial Dr.

6th District 12 — Salt Lake City
Engineers Building
1958 W. N. Temple

11th District 17 — Honolulu
Washington Intermediate
School Cafeteria
1633 South King St.

12th District 17 — Wailuku
ILWU Hall
896 Lower Main St.

13th District 17 — Hilo
ILWU Hall
100 W. Lanikaula St.

20th District 10 — Rohnert Park
Engineers Building
6225 State Farm Dr.

25th District 90 — San Jose
Masonic Hall
2500 Masonic Dr.

27th District 20 — Oakland
Warehouse Union Local 6
99 Hegemonber Rd.

April 2003

17th District 80 — Sacramento
Engineers Building
4044 N. Freeway Blvd.

24th District 04 — Fairfield
Engineers Building
2540 N. Watney Way

24th District 30 — Stockton
Italian Athletic Club
3514 Cherryland Dr.

29th District 40 — Eureka
Red Lion Hotel
1929 4th St.

30th District 70 — Redding
Engineers Building
20308 Engineers Ln.

May 2003

1st District 60 — Yuba City
Butter-Yuba Board of Realtors
1558 Starr Dr.

8th District 11 — Reno
Engineers Building
1290 Corporate Blvd.

15th District 01 — Burlingame
Machine Hall
1511 Rolls Ln.

15th District 50 — Fresno
Cedar Lanes
3131 11th Street

For Sale: 1988 (Class A) Allegro Motorhome—32 ft. full basement. I/R w/new mattress, full size bathroom/ultra long tub & over-head shower. 2 roof a/c's, furnaces, & hot water tanks. Onan generator (250 hours), micro-convection oven, stove top and big work area, new Dometic 2080. Excellent condition. $20,000.00. 750-306-3202. Reg.#1844388


For Sale: 1999 Honda XR 250 Motorcycle. Dualsport, street legal, runs great, 1200 miles, ridden off road only 6-8 times, in good shape, recently garaged. $2,000. Must sell 770-463-1412 or e-mail for info and pictures. cbry@babernet.net. Reg. #2329882


For Sale: 1972 Suzuki TS 125 dual sport. 8 spd trans, 4 high range, low range, competition. $8,000.00. Excellent condition! $33,000.00 firm. Call evenings 530-527-5806. Reg.#210464

For Sale: 1998 Sea Ray 250 Sundancer. 7.4L engine, 310 hours, new props, new hardtop, new engine, runs great, garaged for 17 years. $13,000. 707-957-9088. Reg.#1199137

For Sale: 1992 CASE BACKHOE Model 5900, 4 wheel drive, Extend-a-bucket, air conditioned cab, $22,500. DH4 CASE DITCH with backhoe and blade, $9,500. 809-286-9465. Reg.#1044556

For Sale: Older 2 horse trailer "great shape" storage under manger, removable divider, ramp, new tires, removable pitch/plass side windows. Great starter trailer. $1,200. 1998 Logan Speed horse slant horse gooseneck, with queen bed, drop down feeders, front & rear tuck, used 3 times. 707-405-8581. Reg.#1440557

For Sale: Mobile Home at Ranch on Monte Carlo Lake Berryessa with boat dock & slip. 2 bedroom, 1 bath, large deck, fully furnished. *nice location*. Also 1987 Malibu Skier Boat & Trailer. Both $3000. May be sold separately. 707-405-8581. Reg.#1440557

For Sale: 977L Track Loader. 4-in-1 bucket that is almost a 3 yards, rippers, R.O.P. Original owner, good working condition. $22,000.00. 530-885-2960 or 530-613-1880 or e-mail aho@uh.com. Reg.#1392473

You Called! Answer machine cut off you? Last thing we heard was "my name is?" Please call back regarding 977L tractor 530-613-1880 or 530-885-2960 or aho@uh.com. THANK YOU!!! Reg.#1392473

For Sale: Motorhome 1978 Dodge Commander. 25', 300 cu. ft. air, everything works, no engine swap. Condition: Excellent. Lives in England, garaged for 17 years. $3,000.00. 530-885-2960 or aho@uh.com. Reg. #1392473

For Sale: 1979 Flightwood Pacer motor home. 35' V-10 Ford. Equipped with CD player, television, VCR, amusement all around, backup camera, 1 slide outage, outside shower, water filtration system. Excellent condition. $6,000/obo. 775-853-5841. Reg.#1392473

For Sale: 1997 Diplomat II, 28' Motor home. 50,000 miles. 440 Dodge engine, new tires, sleeps 8, 2 large generator, new batteries. Fully self-contained, great floor plan. $5,000.00. 707-994-9224. Reg.#1524166

For Sale: 1973 Tijian Cabin Cruiser, 25', 350hp (complete), professional, new welder, new transmission, Full Delta canoe, gallei and bathroom, new batteries (3), shipboard radio w/weather channel. New Raytheon Fishfinder, new bait boat wire harness, new dual mount extra large baitfish mate, table, more. $10,950.00. 530-878-8541 or e-mail tincan@news.com for phoos. Reg.#6883620

For Sale: 1998 Sundowner trailer. 19 horse power, electric start. $300. 530-802-316c. p.m., new tires $4,000.00. 408-356-5207. Reg.#9079880


For Sale: 1997 Cadillac deville sedan. Condition: Excellent. 97,000 original miles. $10,500/obo. 707-229-0729 after 6:00 p.m. Reg.#0665357


For Sale: 877L Track Loader. 4-in-1 bucket that is almost a 3 yards, rippers, R.O.P. Original owner, good working condition. $22,000.00. 530-885-2960 or 530-613-1880 or e-mail aho@uh.com. Reg.#1392473

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**FROM YUBA CITY**

**Rock, sand and gravel promise active season**

Work was slow this past winter for some of our hands. The weather did not cooperate for the dirt work because storms kept blowing in, making it hard to get anything started. But it looks like we might have a good season ahead.

The rock, sand and gravel business is busier than usual for this time of year as plant repairs and contractors build up stockpiles for the season. Baldwin moves the Stony Creek hot plant to its Chico yard, and it should be up and running this season.

Rockford Corp. was awarded the 30 miles of 12-inch pipeline for the Wild Goose Storage Project west of Gridley. Any operators interested in this project should inquire with the Job Placement Center (JPC) about becoming pipeline certified. The pipe arrives May 1 and the job should last most of the season.

Last year Granite purchased Robinson Construction in Oroville, and the company now aggressively bids for work in District 60. Granite picked up the overlay north of Gridley, and based on its track record, we suspect the company will continue landing contracts in the area. Granite constantly updates its fleet of equipment at the Oroville Plant and improves its mining operation.

C.W. Rowen works with two of our members on the wastewater treatment plant in Yuba City.

Don't forget about our annual District 60 picnic Saturday, May 17. Please join us from noon to 4 p.m. at the Yuba-Sutter Fairgrounds. If you don't have a ticket yet, contact your field representative or ask our friendly dispatcher at the hall.

From everyone at District 60, have a safe and prosperous year.

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**FROM UTAH**

**Meeting packs members at record level**

We wish Joe Martin a happy retirement. After a lifetime of turning wrenches, we are sure the next thing he will turn is the reel of a fishing pole. Martin's last day is June 1.

One of our best district meetings — with one of the highest attendance levels ever — was March 6. Members were well represented by Asst. Business Manager and President John Bonilla and Vice President Bob Miller.

This meeting was the last in a round of meetings for the day beginning with the retiree meeting, the Operating Engineers Community Action Team meeting and the pre-retirement meeting. Elections were held with the following results: Grievance Committee, Kit Morgan, Tony Muir and Jeff Anderson; Election Committee, Virgil Blair; Geographic Area Committee, Marty Sorochuk, Doug Taylor and Richard Charles.

The Semi-Annual was received enthusiastically in Salt Lake City, as speakers were cheered and applauded throughout the meeting. Members and their families enjoyed pizza. Especially pleased were honorary members Al Facer and Rick Nielsen — both received a $500 gift certificate donated by Circuit City.

![Faces in the field](image)

On I-80 near Black Rock at the Granite Construction bridge demolition worksite, Jody Jonsson (top) removes old asphalt and concrete with a track hammer as loader operator Phil Christensen (bottom) moves debris.
FROM SACRAMENTO

Sacramento facelift keeps operators busy

Another season is upon us, and it looks like it's going to be another promising year. Downtown Sacramento is undergoing some major changes:
- The California Public Employees Retirement System works hard on the underground parking garage and building.
- Town Crane unloads and places rebar.
- Interstate Concrete pumps mud.

Foundation Construction recently finished jet grouting for the tunnel that will stretch from the CalPERS building across Q Street to the adjacent building.
- Stroer Pile Driving works on the CalPERS-Q Street tunnel with two operator driving sheets.
- FCI works on 7th Street extension project with Navajo Pipelines.
- EBI demolishes the old City Hall at 10th and I streets.
- The East End project nears completion.
- T&N Construction wraps up underground work at 20th and R, from E Street to S Street.
- Syblon & Reid does underground work at 20th and R.
- Hensel Phelps works downtown on the new city hall, which is a $52 million project with multiple contractors.

Everyone is asking about the SMUD project — we expect to know who the contractors will be in May. Call the hall then for more information. Balfour Beatty has about seven operators at Sacramento State University while Teichert forecasts another record year in Sacramento. We talked recently with some of the company's managers, and they hope for an 8 percent to 9 percent increase from last year. If interest rates stay low, subdivisions will continue to be built.

Teichert has a number of public works projects, along with about $3 million worth of paving overlays in the Elk Grove area. It looks like most of Teichert's work will be between Folsom and Elk Grove, either finishing last year's dirt project or starting new phases like Empire Ranch. Perkins plant looks forward to another great year. Mechanics at Teichert worked hard this winter repairing equipment for thecoming year.

Thanks to Caltrans for its hard work in keeping our roadways safe, and thanks to our Operating Engineers Community Action Team members who help with our many functions. We hope you have a safe and productive year.

FROM HAWAII

Members enjoy meetings on the islands

Rec. Corres. Secretary Rob Wise and Financial Secretary Harold K. Lewis look on as Vice President Bob Miller congratulates new member Newton Leslie.

Members are issued ballots for Grievance Committee elections on Maui.

Above: Newly elected Grievance Committee members pose with District Rep. Bruce Brumaghih. From left: Maitland Akau, Russell Tam, Bruce Brumaghih and Mike Aku.

At left: Fringe Benefits Rep. Loretta Ramirez discusses retirement issues with the Kualiaans before the general meeting.

OE CAT Coordinator Theresa Reclusado addresses the Operating Engineers Community Action Team captains on Maui.