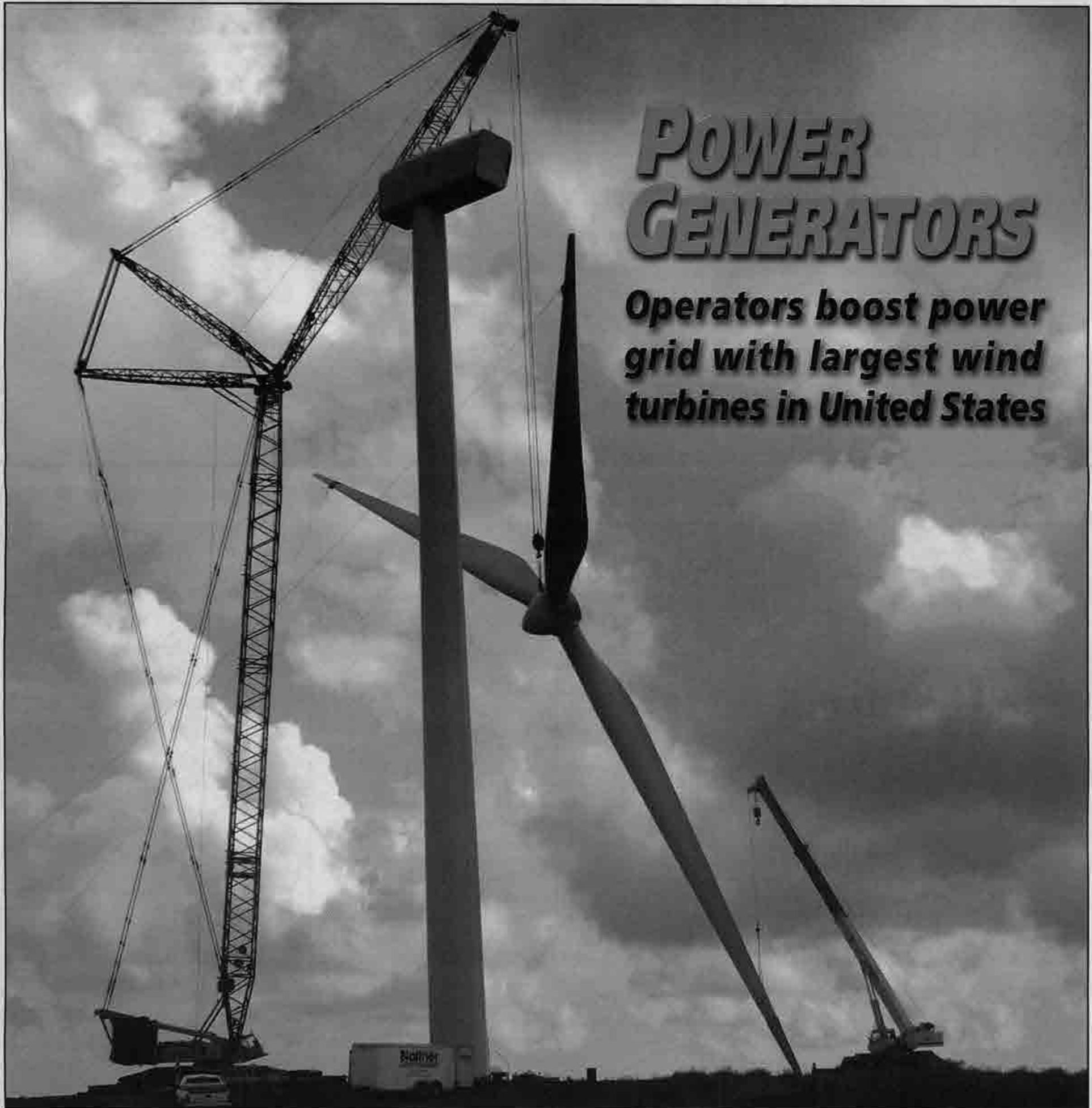


ENGINEERSnews

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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.



For The Good & Welfare

By Don Doser, Business Manager & IUOE General Vice President

Local 3 members set a record at the March Semi-Annual meeting with the largest attendance figures in the history of the union. It's this member participation that keeps Local 3 ranked as the premier labor union on the West Coast. I hope you and your families took advantage of the opportunity and enjoyed the day.

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 hour-bank 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 bragging 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.



CONGRATULATIONS: Business Manager Don Doser was re-elected for a second five-year term as the IUOE general vice president.

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OPERATING ENGINEERS LOCAL UNION NO. 3

Don Doser	Business Manager
John Bonilla	Asst. Business Manager & President
Bob Miller	Vice President
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Harold K. Lewis	Financial Secretary
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ENGINEERS NEWS STAFF

Don Doser	Editor
Kelly Walker	Managing Editor
Heidi Mills	Associate Editor
Dominique Beilke	Art Director
Duane Beichley	Media Coordinator
Cindy Tuttle	Political & Public Relations Director

FIND US ON THE WEB AT:

<http://www.oe3.org>

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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, even 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 I, along with 36 delegates from our union, attended the International Union of Operating Engineers (IUOE) 36th General Convention in Lake Buena Vista, Fla.

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 weeklong 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.

TO LEAVE THIS PORT FRANCIS JAMES ENRIGHT



"We were hit by 27 medium bombers and nine huge four-engine Kawanishi H8k2 Emily flying boats."

— Frank Enright

POEMS FOR YOU AND I



by Frank J. Enright

FRANK ENRIGHT

Story by Heidi Mills, associate editor

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 Allies 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. Traveling 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

"One full blade of the propeller flew off, destroyed the other propeller and landed about 150 feet away in the ocean," he said. "That caused us to limp into port at 3 knots."

The 5,436-ton Mauna Loa was not originally designed to move fast or carry armor, but when the war began, it was rigged with 20 mm cannons and a handful of 50 calibers. Enright and other merchant marines received hands-on training on the gunnery to support naval personnel aboard the vessel.

In the early weeks of the war, Enright and his 38-member crew witnessed one of the mighty Mauna Loa's worst firefights. It was loaded with aviation fuel and ammunition and withstanding heavy fire from the enemy. The ship fought hard and battled its way across the Pacific to Manila in the Philippines. Near Sydney Harbor, naval gunners escorted the badly damaged ship into port for repairs. Within months it was as good as new and stood ready to haul troops and other cargo across the seas. It made many more trips, transporting cargo nearly the entire war.

The Mauna Loa fought its last battle about 450 miles northwest of Darwin, Australia. Intense bombing by the Japanese sunk the Mauna Loa in this spot Feb. 19, 1942. Enright said the ship was literally sunk out from under them and the 500 Australian troops they were transporting at the time.

"We were hit by 27 medium bombers and nine huge four-engine Kawanishi H8k2 Emily flying boats," Enright said.

The great ship and its crew suffered serious injuries and a number of casualties in the attack. Enright lost his good buddy and watch partner, Manuel DeSilva.

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.



Above: Frank Enright operates the first asphalt paving machine ever used on the Carquinez Bridge in 1958.



At left: Local 3 retiree Frank Enright and his wife of 56 years, Anita.

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, but "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.



CREDIT UNION

By Rob Wise, Credit Union Financial Officer
& Local 3 Recording - Corresponding Secretary

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.

OEFCU branch offices to serve you

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(510) 748-7440
ATM location

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Auburn, CA 95603
(530) 889-2969

Burlingame

828 Mahler Rd.
Burlingame, CA 94010
(650) 697-0598

Dublin

7300 Amador Plaza Rd.
Dublin, CA 94568
(925) 560-9660
ATM location

Eureka

2367 Harrison Ave.
Eureka, CA 95501
(707) 441-9590

Fairfield

2540 N. Watney Way
Fairfield, CA 94533
(707) 425-4489

Fresno

4860 N. Cedar Ave.
Fresno, CA 93726
(559) 241-0508

Modesto

538 McHenry Ave.
Modesto, CA 95354
(209) 525-8460

Redding

20308 Engineers Ln.
Redding, CA 96002
(530) 222-5184

Sacramento

9812 Old Winery Place, Suite 5
Sacramento, CA 95827
(916) 369-6752

Sacramento (Arco Arena)

4044 N. Freeway Blvd., Suite 150
Sacramento, CA 95834
(916) 565-6190

Sonoma County

6225 State Farm Dr., Suite 102
Rohnert Park, CA 94928
(707) 585-1552

San Jose

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San Jose, CA 95112
(408) 995-5095
ATM location

Stockton

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(209) 943-2455

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Stockton, CA 95207
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Yuba City, CA 95991
(530) 742-5285

HAWAII

Honolulu

1111 Dillingham Blvd., Suite E1B
Honolulu, HI 96817
(808) 841-6396

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Reno, NV 89502
(775) 856-2727
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(775) 753-8585
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2196 West 3500 South, Suite C-8
West Valley City, UT 84119
(801) 954-8001



FRINGE BENEFITS

By Charlie Warren, Director

FRINGE BENEFITS SERVICE CENTER

(800) 532-2105



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.

PENSION TRUST FUND FOR OPERATING ENGINEERS		UNION TRUSTEES												
1640 South Loop Road Alameda, CA 94502 (510) 271-0222		D. Doser, Chairman J. Bonilla C. Goff	F. Herrera F. Herschbach H. Lewis											
John Engineer 223 Main Street Hometown, CA 99999		T. Robert Miller T. Stapleton R. Wise												
SOCIAL SECURITY NO. 000-00-0000		EMPLOYER TRUSTEES												
BIRTHDATE 6-19-42		K. Walters, Co-Chairman C. Bauer G. Crosthwaite	R. Doud T. Holzman E. Huijheer											
		R. Plombo L. Ruth R. Verchuyssen												
Statement of Hours Reported														
Employer	YR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
XYZ Construction	02	125	150	160	160	160	200	215	160	200	120	120	80	1850
CREDITS AND BENEFITS														
FOR YEAR ENDING														
2 1.0 FUTURE SERVICE CREDIT \$210.13 BENEFIT														
3 32.50 ACCUMULATED FUTURE SERVICE CREDIT \$3,857.00 BENEFIT														
ALL PENSION CREDIT INCLUDING PAST SERVICE CREDIT WILL BE VERIFIED AT THE TIME OF RETIREMENT														
FOR YOUR INFORMATION														
YOU ARE VESTED 4														
PLEASE REFER TO THE BACK OF THIS STATEMENT FOR INFORMATION REGARDING TRUST RECORDS AND REQUIRED BENEFIT DISTRIBUTION DATES.														
ADVISE THE TRUST FUND OFFICE OF ANY DISCREPANCIES ON THE BACK OF THIS FORM														

Retiree Association meetings

Our Retiree Association meetings have begun. All retirees and spouses are welcome to attend. Meetings are vital to the growth of our union. The officers and staff, along with the Credit Union and Trust Fund representatives, will attend to provide updated reports and listen to your concerns, questions and comments. Join us in your area. There will be plenty of food and refreshments. We'll see you there.

YUBA CITY
Thursday, May 1
Sutter-Yuba Board
of Realtors Building
1558 Starr Dr.
Yuba City, CA 2 p.m.

**SAN FRANCISCO/
SAN MATEO**
Thursday, May 15
Machinists Hall
1511 Rollins Rd.
Burlingame, CA 10 a.m.

NOVATO
Thursday, May 15
Inn Marin
250 Entrada Dr.
Novato, CA 2 p.m.



2003

Retiree

Association

Picnic

2003 Retiree Picnic

Mark your calendars for the upcoming Retiree Picnic Saturday, May 31 at Rancho Murieta.

Make it a relaxing weekend and come early on Friday at noon, and if you wish, stay until noon Sunday. There is plenty of room to park self-contained campers, motor homes and trailers. Local 3 is honored to host this special annual event. Join us for a great time.



ORGANIZING

By Bob Miller, Local 3 Vice President

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.



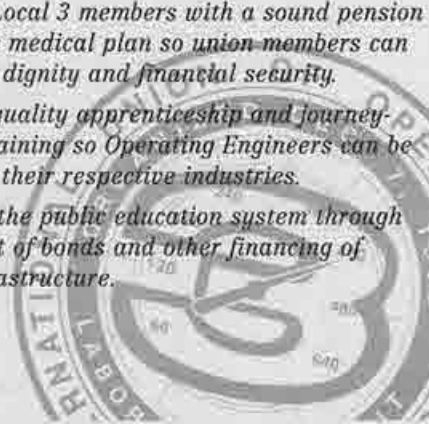
Vice President Bob Miller and Organizing Director Ras Stark introduce their organizing team to Local 3 staff at the February 2003 Winter training session.

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 theirs in exchange for use of 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, Incident 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.

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 out sub-par 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 weakness without these other programs.

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.



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.



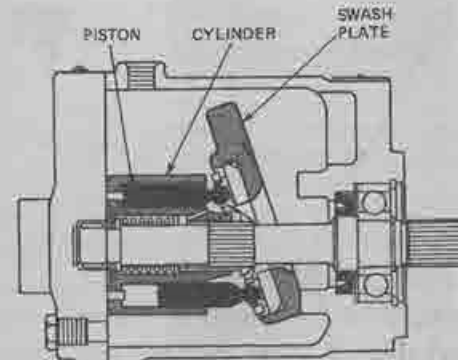
Gear pump



Vane pump

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.



Piston pump

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

Operator	Branch of training	District	Completed
Duane Armstrong	Construction Equipment Operator	San Mateo	3/17/03
Lori Bracco	Construction Equipment Operator	Sacramento	3/24/03
Fred Torres	Rock, Sand & Gravel	Fresno	3/10/03
Jawnte Crawford	Construction Equipment Operator	Oakland	3/12/03

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



Business Rep. Dutch Monroe (standing) and Apprentice Coordinator Forrest Hendricks (left) work with District 20 members.

Photos courtesy of Virginia Morgan



Asst. Business Manager and President John Bonilla enjoys Will Durst's comedy routine.



Financial Secretary Harold K. Lewis addresses the troops.



OE CAT Coordinator Theresa Reclusado checks out one of several groups hard at work.

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."

AFL-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, scoff 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.



From left: Eureka District Rep. Brian Bishop and Mike Conway talk politics with OE CAT Coordinator Katie Villegas.



The crew prepares to lift the rotor onto the nacelle.

Power generators

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 con-

sidered 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.

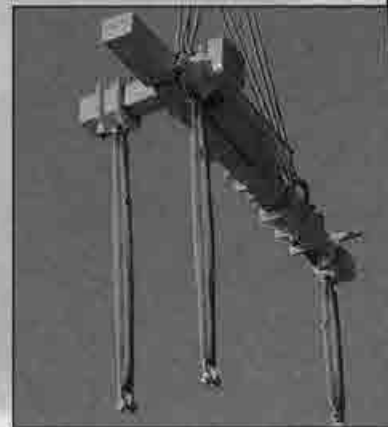
The power generated by the windmills will be sold to PacifiCorp Power Marketing and will go onto the Pacific Gas and Electric power grid.

continued on page 12

TOWERING TECHNOLOGY



The rotor is lowered to the nacelle.



Operator Bob Lohr prepares to lower the base section of the tower onto its foundation.

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.

Rick 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

"Sometimes there's three Daniels said. "It takes several one unit."

Daniels said his crew served and the site. He said there are shipments, and that the ships even though weather, schedule cause delays. The parts transport are dependent on what Blattner

The High Winds project miles of new roads at the Rio Vista site. The project from six different landowners only use about 100 acres for

An uncommon adventure

Because the V80 windmill their size in the nation, the ex Winds project is unparalleled

"It's unique working on this and getting to work on machinery step Apprentice Jonn Graffign opportunity to get experience

Tim Woodall, a field inspector Local 3 member, said it's a great unorthodox project. Woodall grout tests, compression tests, said his responsibilities



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.



The crane keeps the rotor steady as it is bolted in place.

he Montezuma Hills. "Things going on at one time," and one-third trucks to haul as the go-between for imports usually seven to 10 days between ports are pretty much on track. Shipping ports and train schedules can be coordinated from the port to Rio Vista or needs at the site. The project also includes building about 23 miles of road at the Rio Vista site and upgrading three miles of road. The project spans 6,000 acres leased in Rio Vista, but the project will also build the roads and windmills.

ure

s being erected are the first of their kind. "Experience of working on the High Winds project is for all involved. The biggest windmills in the nation are as big as these," said Third-Grade, who saw the project as a good working with large cranes. The contractor and three-and-a-half-year-old being involved in such an project, who performs high-strength bolting and high-strength bolting have allowed him to do some

adventurous things.

"The most memorable thing about working on this job so far has been going up to the top in the nacelle and checking out the view from 200 feet," Woodall said.

Daniels said the windmills' magnitude is astonishing. "It's amazing seeing the V80s," he said. "Because of their size, they dwarf anything out there."

For Paul Smith, the superintendent with Bragg, working with the new wind technology is rewarding.

"The biggest reward for me is knowing that we're helping the state of California with its energy source, and that this will be a future benefit for our children," Smith said.

Safety matters

Woodall said the crew he works with is extremely professional and safe.

"I've been to sloppy jobs where you have to watch your back," Woodall said. "But the guys here have good experience and good communication."

A reason for this security is the emphasis each contractor involved in the project places on getting the job done quickly, but most importantly, safely.

Daniels, who holds daily safety meetings with his crew, said this is his main goal as the project progresses. He credited the skills of the Operating Engineers as a main factor in meeting this goal.

"We have an excellent crew here," he said. "We have very good operators. When handling pieces of this size and weight, you need highly skilled operators."

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."

"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



Operator Mike Butler and Oiler Patrick McCormack work for Davenport Mariro at the Port of Sacramento.



POP Apprentice Martin Monroe operates a forklift at the Rio Vista jobsite.



From top: Operator Garth Ungerman and Job Steward Mike Clark take a break after lifting the rotor.



From left: Operator and 17-year member Harold Anderson and Oiler and three-year member Bruce Hargis work for Bragg Crane.



Crane Operator and 23-year member Bill Durlinger works offloading blades.



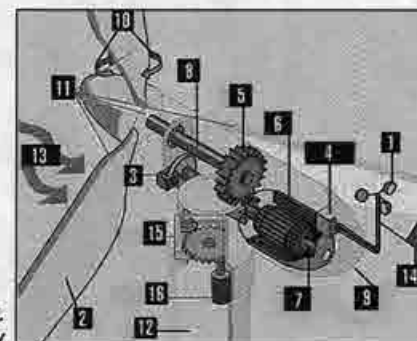
From left: Second-step apprentice Christopher Miller and 14-year member Jim Jacobs.



Field Inspector Tim Woodall conducts high-strength bolting, high-strength grout and compression tests at the Rio Vista jobsite.

The anatomy of a wind turbine

- Anemometer:** Measures the wind speed and transmits wind speed data to the controller.
- Blades:** Most turbines have either two or three blades. Wind blowing over the blades causes the blades to "lift" and rotate.
- Brake:** A disc brake, which can be applied mechanically, electrically or hydraulically to stop the rotor in emergencies.
- Controller:** The controller starts up the machine at wind speeds of about 8 to 16 mph and shuts off the machine at about 65 mph. Turbines cannot operate at wind speeds above about 65 mph because their generators could overheat.
- 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 1200 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.
- Generator:** Usually an off-the-shelf induction generator that produces 60-cycle AC electricity.
- High-speed shaft:** Drives the generator.
- Low-speed shaft:** The rotor turns the low-speed shaft at about 30 to 60 rpm.
- 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.
- 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.
- Rotor:** The blades and the hub together are called the rotor.
- 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.
- 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.
- Wind vane:** Measures wind direction and communicates with the yaw drive to orient the turbine properly with respect to the wind.
- 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.
- Yaw motor:** Powers the yaw drive.



Courtesy of the U.S. Department of Energy



TECH NEWS

By Ed Wodzienski, Tech Engineers & Inspectors
Business Representative

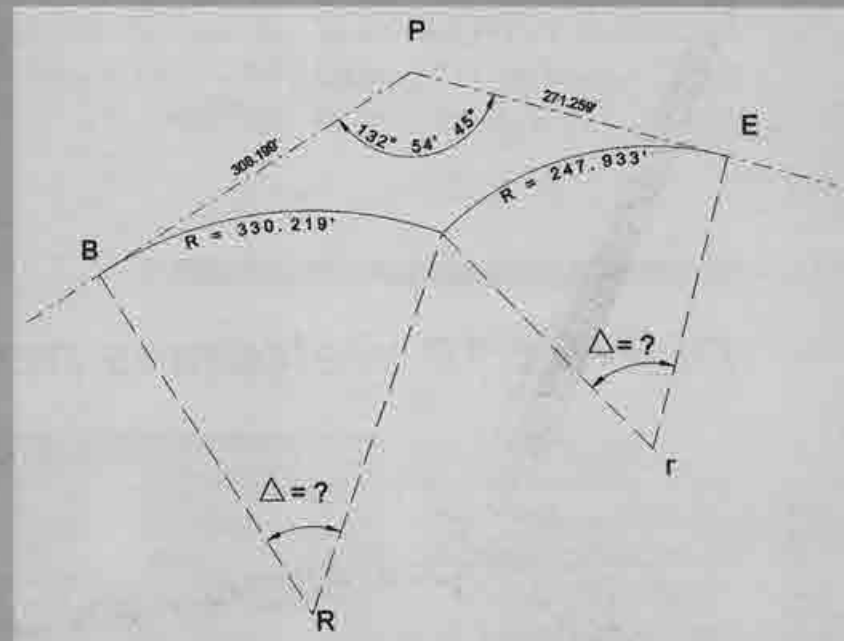
Faces in the field



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 Chainman 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.profsurv.com.

FROM EUREKA

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.



Hazel Swaner

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 Balgenorth 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 left: California State Senator Wes Chesbro and California State Assemblywoman Patty Berg present a resolution to Bill Burns at his retirement dinner.

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.



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 Wafford, Mike Donaghy, John Tavasci 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



Newly elected members pose with Rec. Corres. Secretary Rob Wise and Vice President Bob Miller.

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.



New members are sworn in during the district meeting.

FROM NEVADA

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 crushes 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.



Mark your calendar for the Reno District luau picnic Saturday, July 12 at Deer Park.

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. Jacobus, 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 Somerset 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, Reynen & Bardis, Bailey Dutton, Centex, Highfield Construction, Sierra Pacific Power Company, RTC and Washoe County Utilities.



From left: Representing Q&D Construction are Lee Ruff, Brud Beaudoin, Matt Smith, Rob Bagley and Neil McIntyre.

Northern Nevada's new journey-level operators



Kenneth L. Benjamin



Martin W. Breitmeyer III



Gordon Crutcher Jr.



Matthew F. Dunlap



Dean C. Jacobus



Steven A. Lauriano



Sherry L. Powell

DISTRICT MEETINGS

All meetings convene at 7 p.m.

MAY 2003

- 1st District 60: Yuba City
Sutter-Yuba Board
of Realtors
1558 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
- 10th District 17: Honolulu
Washington Inter.
School Cafeteria
1633 So. King St.
- 11th District 17: Maui
Maui Beach Hotel
170 Kaahumanu Ave.
- 11th District 10: Ukiah
Discovery Inn
1340 N. State St.

- 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.

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

- 30th District 70: Redding
Engineers Building
20308 Engineers Ln.

- 31st District 60: Oroville
The Depot
2191 High St.

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.

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.

ANNOUNCEMENT

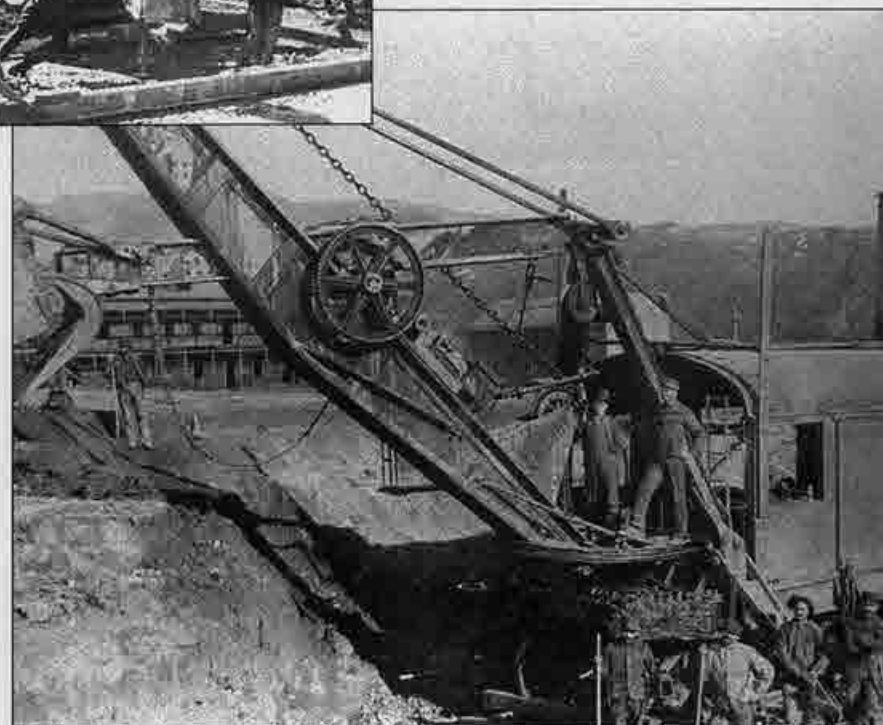
Free gradesetting and gradechecking classes for OE3 members are held every Tuesday from 6:30 p.m. to 8:30 p.m.

San Jose Hall
760 Emory 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.

Local 3 records history



Operating Engineers 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

01 - SAN FRANCISCO Jeffrey Scott Michael Smookler Joe Wendt	50 - FRESNO Mark W. Fagundes Ronald McClain Robert A. Wilson	12 - SALT LAKE CITY Jeff C. Anderson Kit B. Morgan Tony Muir
04 - FAIRFIELD Enrique Aguilar Tim Lassiter Dan Reding	60 - YUBA CITY Steve Miller Fredric Preston Wade Shelton	15 - CASPER Daniel J. Estes Scott L. Norris Mark Urrutia
10 - ROHNERT PARK Alec Giddings Darcy Harlan James Spain	70 - REDDING James Matson Daniel Rhoades James P. Wolff	17 - HONOLULU Michael Brandt III Kevin Costa Lewis Ferreira
20 - OAKLAND Roy Petrini Robert Rodriguez Beth Youhn	80 - SACRAMENTO David Dokes Delphis Surette James Wood	17 - HILO M.K. Akau Jr. Michael Akau Russell Tam
30 - STOCKTON Michael Halloran Jane Lea Roy Luallin	90 - SAN JOSE John Bruckner Albert Tamez Frank Vargas	17 - MAUI Dennis R. Akana, Sr. Colette Coelho Darrel Waikiki
40 - EUREKA Larry Hoerner Paul Lindner Kevin Reynolds	11 - RENO Dylan Gallagher Ken Gordo Rodney Young	

**2003 MARKET & GEOGRAPHICAL AREA
ADDENDUM COMMITTEE MEMBERS**

01 - SAN FRANCISCO Vance Pope Gene Pratt Mark Reynolds	60 - YUBA CITY Alex Bryce, Sr. Jack Cowen Dan Wycoff
04 - FAIRFIELD John Cullinan Matthew Fraser David Harrison	70 - REDDING Charles D. Gilbreath Les A. Houghtby Fred J. Vokal
10 - ROHNERT PARK Michael Donaghy John Tavasci Clarence Wafford	80 - SACRAMENTO Albert Perez Felicia V. Ramos Benton Roberts
20 - OAKLAND Patrick Farley Marshall C. McGregor Eric Quiles	90 - SAN JOSE Darrel Cooley Andrew Lopez Donald Wyatt
30 - STOCKTON Bradley Brixey Bart Marquez Roger Stirlen	11 - RENO Timothy Anderson Cliff Birdsall Bernard Smith
40 - EUREKA Joe Baratti Brian Arrington Dennis C. Reynolds	12 - SALT LAKE CITY Richard D. Charles Marty Sorochnik Douglas Taylor
50 - FRESNO Benito Alvarez Danny E. Henry Joe R. Luna	15 - CASPER George R. McCormick Terry L. Schenck Greg A. Thompson

**LAST CALL
RESERVATIONS CLOSE JUNE 2**



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. _____, for _____
(Insert Office or Position)

Signature

Social Security No.

Register No.

PRINT Name

MULTIPLE NOMINATORS

We hereby nominate _____ Register No. _____
Social Security No. _____, for _____
(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).

NOMINATION MEETINGS FOR THE 2003 ELECTION OF OFFICERS AND EXECUTIVE BOARD MEMBERS

* The time and place of the regular and special-called district meetings where nominations will be made:

All meetings convene at 7 p.m.

Monday, June 2

District 04
Special-called meeting
Engineers Building
2540 N. Watney Way
Fairfield, CA

Friday, June 6

District 90
Regular district meeting
Ramsey Park
1301 Main St.
Watsonville, CA

Tuesday, June 3, 2003

District 50
Special-called meeting
Cedar Lanes
3131 N. Cedar
Fresno, CA

Monday, June 9

District 17
Regular district meeting
Kauai High School Cafeteria
Lihue, HI

District 40
Special-called meeting
Red Lion Hotel
1929 4th St.
Eureka, CA

District 60
Special-called meeting
Sutter-Yuba Board of Realtors
1558 Starr Dr.
Yuba City, CA

Tuesday, June 10

District 11
Special-called meeting
Engineers Building
1290 Corporate Blvd.
Reno, NV

District 17
Regular district meeting
Washington Intermediate
School Cafeteria
1633 S. King St.
Honolulu, HI

Wednesday, June 4

District 80
Special-called meeting
Engineers Building
4044 N. Freeway Blvd.
Sacramento, CA

District 01
Special-called meeting
Machinists Hall
1511 Rollins Rd.
Burlingame, CA

Wednesday, June 11

District 70
Special-called meeting
Engineers Building
20308 Engineers Ln.
Redding, CA

District 17
Regular district meeting
Maui Beach Hotel
170 Kaahumanu Ave.
Kahului, HI

District 12
Special-called meeting
Engineers Building
1958 W. N. Temple
Salt Lake City, UT

District 10
Regular district meeting
Discovery Inn
1340 N. State St.
Ukiah, CA

Thursday, June 5

District 30
Special-called meeting
Italian Athletic Club
3514 Cherryland Dr.
Stockton, CA

Thursday, June 12

District 20
Regular district meeting
Plumbers 159
1304 Roman Way
Martinez, CA

District 17
Regular district meeting
Hilo ILWU Hall
100 W. Lanikaula St.
Hilo, HI

Friday, June 13

District 15
Special-called meeting
Engineers Building
4925 Wardwell Industrial Dr.
Casper, WY

District 17
Regular district meeting
King Kamehameha Kona
Beach Hotel
75-5660 Palani Rd.
Kailua-Kona, HI

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.

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 Hegenberger 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
Sutter-Yuba Board of Realtors
1558 Starr Dr.
- 8th District 11 — Reno
Engineers Building
1290 Corporate Blvd.
- 15th District 01 — Burlingame
Machinists Hall
1511 Rollins Rd.
- 15th District 50 — Fresno
Cedar Lanes
3131 N. Cedar

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 Pelz	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	Ubaldo 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
Gonsalves, 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
McCold, 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
Pahinui, Abel	Waianae, HI	03-02-03
Pardini, Angelo	San Francisco, CA	02-03-03
Poole, Vernon	Wilton, CA	02-14-03
Powers, Delbert	Noti, Or	03-14-03
Pulizzi, 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

SwapShop ads are offered free of charge 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 notify the office immediately 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. Deadline 1st of the month. Limit two ads per issue.

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

**Operating Engineers
Local Union #3
3920 Lennane Dr.,
Sacramento, CA 95834
ATTN: SwapShop***

Or fax ads to: **SwapShop
(916) 419-3487**

Or e-mail to:
webmaster@oe3.org

*All ads must include Member Registration Number or ad will not appear. Ads should be no longer than 50 words.

FOR SALE: D737 Caterpillar Tractor. \$4,000. 209-957-9465 evenings. Reg. #1742513

FOR SALE: 1999 Fleetwood Pace Arrow Motor home. 35' V-10 Ford. Equipped with CD player, satellite, two televisions, VCR, awnings all around, backup camera, 1 slide out, outside shower, water filtration system. Excellent condition, looks brand new inside, original owner. Low mileage. Very clean, lots of storage space. 209-983-8991. Reg. #2248145

FOR SALE: 1947 Willys. \$4,000. Good condition. 707-994-9224. Reg. #0418439

FOR SALE: 1975 Diplomat II, 28ft Motor Home. 50,000 miles. 440 Dodge engine, 6 new tires, sleeps 8, large generator, new batteries. Fully self-contained, great floor plan. \$5,000/obo. Will trade! Stowmaster Tow Bar avail., New! Must sell. Owner cannot travel! 775-964-2393. Reg. #2363731

FOR SALE: Granny sez sell, or she's a movin': over 5,000 33 1/3 record Albums: You name that song, or artist, it's there. All boxed ready for shipping. \$3,250. 3 antique peddal cars very good cond. If interested I'll send you pictures. All 3 for \$900/obo. 208-773-2594. Reg. #0827031

FOR SALE: Boat - Chrysler Pleasure Wor-Cal trailer, 18 horsepower. Elec. Start. 408-356-5207. Reg. #0997088

FOR SALE: Excersiser Elipse 7 and weight machine. Tool Box for pick up, couch and love seat. Mini refrig. D-7 Cat and Scrapper. Cows - Angus and Herfords. 209-245-3532. Reg. #17264

FOR SALE: Motorhome 78 Dodge Commander, indestructible, 50K orig. miles. 440 Magnum eng. Fully loaded, all works. Roof/dash AC, 6kw gen. New batts, belts, hoses. Just tuend and smogged. Rear bedroom, nice floor plan. Lots of storage. Xlnt cond. Moving to Vegas. \$4,500/obo. 408-497-3769. Reg. #1524166

FOR SALE: Harley 1946 Springer solo. All new 50 miles since restoration. Extras: 14K invested, sell 10k firm. Mint Condition. Harley 1980 FXE 96" Stroker w/trailer to pull. Same as bike. P.M. brakes Delcron case's cevinnille. Mint Excellent mountain racer. Fast, reliable. 11k firm. 1998 Avion 5th wheel 38'. Mint condition. Propane generator. 2 t.v.'s. All wood towed 3 times. Safari room and covers, stand etc. Clean. Take over payments. 559-935-3879. Reg. #2412455

FOR SALE: Clearlake vacation rental. 2bd/2ba. Sleeps 6 people. Boat dock and two decks and game room, ping pong, air hockey. 530-432-0667 or cell 530-902-2307. Reg. #0892694

FOR SALE: 63 Imperial-Crown 4dr Ht. Original throughout. Perfect show condition. 97,000 original miles. \$10,500/obo. 530-246-0309 or Dinomacd@msn.com. Reg. #1265020

FOR SALE: Class C motorhome. 31' 2001 Itasca Sundowner by Winnebago. Large slideout in living room and dinette. Queen bed. Two t.v.'s, 27" and 13", VCR, king dome satellite, c.b. E450 Super Duty Ford Chassis V10. 2000 watt inverter, Onan generator, awning. Many extras. Like new condition and only 10,900 miles. \$56,000. 530-273-2489. Reg. #1025259

FOR SALE: 1986 GMC 3500 with 10ft custom built utility flatbed. Includes 6 cabinets attached, lumber rack, air compressor, ARC welder, 50 gal diesel tank, 63,500 miles. \$7,500. 707-778-8824. Reg. #2342203

FOR SALE: 1973 Trojan Cabin Cruiser, 25', 350hp (completely rebuilt), new velvetdrive transmission, full Delta canvas, galley and bathroom, new batteries (3), ship/shore radio w/weather channel. New Raytheon Fishfinder, new live bait bag w/aerator, new duel mount extra large bait/fillet mate table, much more. \$10,950/obo. 530-878-8941 or e-mail tincapps@ncws.com for photos. Reg. #0883620

FOR SALE: 1990 Fourwinns 190 Freedom Family/Ski boat. 250 original hours. Vortec V6 engine. Seats 8, open bow. Trailer painted to match, w/detachable tongue. Original owner. Asking \$9,000/obo. 925-754-9482. Reg. #1989890

TO ALL RETIRED H.D.R.'S: I am an apprentice H.D.R. looking for all the tools you don't need, want. I will give them a good home so if you could help me out in getting started. Thank you. 707-554-9249 or working4ev@aol.com. Reg. #2465185

FOR SALE: '95 Dutchmen trav. trlr, 36ft., 13 foot slideout, queen bed, dual air, computer desk, 40 gal hot water heater, washing machine, full size jetted bathtub, am-fm cassette, ducted heat. Lived in over 2 yrs. \$15,500/obo. 775-673-3193. Reg. #1369144

FOR SALE: Approximately 1/2 acre corner lot with all utilities available in the City of Redding, California 96003. Dodge 318 cu inch motorhome. Good tires, three gas tanks, low mileage in good condition. Doesn't need "smog" every year. A good dependable unit. 530-243-4302 after 6:00 p.m. Reg. #0865537

FOR SALE: 1 power curber with molds. 1 AL-120 unloader. 1 Gomaco curb cadet and dike hoper molds. Used 1 time. Power driven. \$68,000.00 (all three) ALL NEW. 510-367-8090 or 707-427-2765 - fax/phone. Reg. #1020127

FOR SALE: 7yr old home in Richfild, UT. 6bd/3ba, ex-large garage, RV parking, auto sprinklers, large kitchen. 435-893-0047. Address 10505 715 W., Richfild, UT. Reg. #1020127

FOR SALE: CAT blade 8T hydraulic mo-board. Good condition. Ready for work. \$9,000.00 obo Hobart Roller Tandem. Runs good. \$800.00. 916-991-1530. Reg. #0486196

FOR SALE: Corner lot with all utilities available in the City of Redding. A beautiful recreation area. Plenty of hunting, fishing. For more information. Call Michael at 530-243-4302 after 6:00 p.m. Reg. #0865537

FOR SALE: Dodge 318 cu inch engine M.Home with very low mileage. Good tires, 3 gas tanks. Doesn't need smog every year. A good dependable unit. Sacrifice \$1,995.00. Call Michael 530-243-4302 after 6:00 p.m. Reg. #0865537

FOR SALE: Boat, Chrysler Pleasure, Nor-Cal trailer. 18 horse power, electric start. Bronco, Ford, 1990. 302, a/c, p.w., new tires. \$4,000.00 obo. 408-356-5207. Reg. #0997088

FOR SALE: 1998 Savanna 5th wheel, 3 sliders, awnings, central air and heat. Day and night shades, washer/dryer, cold weather pack. Prewired sat. dish, generator. Lots of storage space. Too many options to list. Excellent condition! \$33,000.00 firm. Call evenings 530-527-5806. Reg. #2106496

FOR SALE: Senco SFNII finish nailer, \$100. Lister Petter one cylinder engine \$350. New K/R eye level, eng. rule \$50. OTC sleeve puller \$200. New Nexig (MPSI) scan tool \$1,000. Snap-on 43" torque wrench \$200. New wright 15/30 degree wrenches, 1" socket set. Huge assortment caterpillar o-rings. 650-726-4597. Reg. #2423157

FOR SALE: 1972 Suzuki TS 125 dual sport. 8 spd trans, 4 high range, 4 low range, compression. Release, chrome fenders, have all manuals, service, parts & owners. Exc. condition, runs great, street legal. Classic \$1,200.00. 650-368-3202. Reg. #1840398

FOR SALE: 1988 (Class A) Allegro Motorhome - 32ft. full basement, 1 BR w/ new mattress, full size bathroom w/full size tub & overhead shower, 2 roof ac's, furnaces, & hot water tanks, Onan generator (290 hours), micro/convection oven, stove top and big work area, new Dometic 2080 refrigerator, carpet throughout except kitchen, like new tires, 460 Ford engine with new Banks kits on engine, on John Deer chassis with hydraulic jack levelers. Awnings all around. Allison transmission. 69,283 miles. Excellent condition inside and out. Asking \$16,000 obo. 775-853-5841. Reg. #1196328

FOR SALE: 1998 Ford Ranger 4x4 supercab 4.0L engine, 6 cylinder, fuel injection, 5-speed manual transmission. Like new tires, 48,300 miles. Runs and looks like new. Gets 20 mpg. Asking \$12,000 obo. 775-853-5841. Reg. #1196328

FOR SALE: 1994 Honda XR 250L Motorcycle. Dualsport, street legal, runs great, 1200 miles, ridden off road only 6-8 times, in good shape, women owned. \$2,200 obo. Must sell 707-463-1412 or e-mail for info and pictures. cbray@saber.net. Reg. #2329882

FOR SALE: Older stamp collection. 350 countries in Scott albums. From 1840-1940. \$3,500. Will take trades. 1965-72 mustangs, Ford engines. 427-428. 408-226-0729 after 5:00 p.m.. Reg. #1225584

FOR SALE: 72 Ford 4x4 ton parts only, no engine, 4 speed, single speed transfer case, reverse rota-

tion 3.55 Dana 44, 9" rear, suspension parts. 707-764-3678. Reg. #2254047

TRADE: 1978 classic Audi 40K original miles, fuel injection, 5cyl., right hand drive, brought over from England, same car as police use in England, garaged for 17 years. Runs great. Trade for small older pickup. 925-937-9088. Reg. #1199157

FOR SALE: 1992 CASE BACKHOE, Model 5900, 4 wheel drive, Extendo, 4-in-1 bucket, air conditioned cab. \$22,500. DH4 CASE DITCH WITCH with backhoe and blade, \$9,500 obo. 209-826-9465. Reg. #1043556

FOR SALE: Older 2 horse trailer "great shape" storage under manger, removable divider, ramp, matted, new tires, removable plexiglass side windows. Great starter trailer. \$1,200. 1998 Logan Shadow 4 horse slant load gooseneck, with queen bed, drop down feeders, front & rear tack, used 3 times. \$13,000. 707-455-8581. Reg. #1440557

FOR SALE: Mobile Home at Rancho Monticello Lake Berryessa with boat dock & slip. 2 bedroom, 1 bath, large deck, fully furnished. "NICE LOCATION". Also 1987 Malibu Skier Boat & Trailer. Both \$30,000. May be sold separately. 707-455-8581. 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 at ahoylynn@hotmail.com. Reg. #1392473

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

FOR SALE: Motorhome 1978 Dodge Commander 25', XLNT in/out 2nd owner 50K orig miles, fully self-contained all working. 5kw generator dual a/c new batts, hoses, belts, 440 industrial eng. Decent mileage, rear bedroom, nice floor plan lots of storage in/out. \$5,200 obo. 408-947-9840 or 408-497-3769. Reg. #1524166

FOR SALE: 1980 Cris Craft Cabin Cruiser fully self-contained 305 Chevy inboard low hours, runs great, fish finder, depth sounder, compass, XLNT cond. Books @ \$19,500. Must sell. \$7,500 obo. 408-499-1669 or 409-945-7802. Reg. #1524166

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.

FROM UTAH

Meeting packs members at record level

From left: Jim Sullivan, Doug Taylor, Tony Muir, Marty Sorochuk, Jeff Anderson, Kit Morgan, Vice President Bob Miller, Richard Charles, Virgil Blair, Glenn Smit and Asst. Business Manager and President John Bonilla at the District 12 meeting.

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.



Al Facer and Rick Nielsen display the Circuit City gift cards they received as door prizes.

Faces in the field

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.



Business Rep. Monte Molina and the Teichert Mobile Shop crew.

- EBI demolishes the old City Hall at 10th and I streets.
- The East End project nears completion.
- T&S 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 keeps 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 the coming 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 Lesile.



Members are issued ballots for Grievance Committee elections on Maui.



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



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



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