

OPERATING ENGINEERS LOCAL UNION NO. 3

# ENGINEERS

## NEWS

Vol. 67, #6

June 2009



## A shipload of work

*Levin-Richmond Terminal provides steady jobs, training*

### ELECTION NOTICE

See page 28 for important information regarding the August 2009 election of Officers and Executive Board members.



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### For The Good & Welfare

By Russ Burns, business manager

## Responding to the situation

As work hours continue to be down, we are devoting all of our efforts toward getting you back in the field. I can't stress enough how crucial it is that Local 3 continues to be politically active. Getting projects off the ground often rests solely on the shoulders of our politicians. At a time when so many people are struggling to pay the mortgage and put food on the table for their families, it is very important we continue to pressure our legislators to make decisions that will mean jobs for working men and women.

Local 3 recently learned of the possibility of lots of work ahead in the Bay Area that depends on the status of Treasure Island's ownership. With its infrastructure improvements, this potential multi-billion dollar project would create hundreds of jobs for our members, not to mention the private investment, local, state and federal tax generation that would provide the true economic stimulus so badly needed in the Bay Area. Local 3, the San Francisco Building Trades and other local labor leaders are encouraging President Obama to transfer ownership of Treasure Island from the U.S. Navy to the city and county of San Francisco so this project can move forward. We have enlisted the help of the International Union of Operating Engineers (IUOE) – General President Vincent Giblin recently sent letters to President Obama and Speaker of the House Nancy Pelosi urging their cooperation on this matter. I will let you know of any new developments as they occur.

In addition, there is also the possibility of some work ahead in port dredging. The Harbor Maintenance Tax (HMT) was established in 1986 to fund operation and maintenance of federal ports and harbors, and as of 2007, the fund had a surplus balance of \$4.7 billion (which is ironic, since very few funds in today's economy are experiencing a *surplus*). However, this funding is not being used to address the backlog of maintenance dredging necessary to maintain our gateways of domestic and international trade. Again, Local 3 is working with the IUOE on this matter, encouraging our legislators to free up some of that money for its original purpose – maintaining the authorized depth and width of these harbors to get imports and exports flowing safely – this, in turn, helps our economy and *puts you back to work*.

Local 3 is also doing all it can to make sure that a huge asphalt plant

worth millions of dollars to the Sonoma County economy and union members is built. If you live in Sonoma County or outlying areas, you recently received a letter from me regarding this project. Remember, we must remain politically vigilant so this project is passed June 9 by the Sonoma County Board of Supervisors. Dutra's Haystack Landing Asphalt Plant will *provide work to OE3 members* in its construction, operations and maintenance, as well as tax revenue for the local economy. Its passing is really a no-brainer, but there are some environmentalists who are against it. We're fighting them for this project every step of the way. I'll let you know the outcome next month.

I've been working closely with the Trust Fund Appeals Committee to help participants in the OE3 Annuity Plan take out a loan on their Annuity by being granted a special hardship status under certain circumstances. Originally, the loans were granted under very strict conditions and only to those participants currently employed. I have received several calls and e-mails from members who are on the out-of-work list and in desperate need of loans to stay afloat of mortgages and rising bills. I am pleased to announce that this new temporary emergency loan provision went before the full Board of Trustees and was passed May 18. If you recently applied for a loan from your Annuity but were turned down, you may want to check with the Trust Fund Office at (800) 251-5014 to re-apply or if you have any other questions.

Finally, I have deemed 2008 a moratorium year. If you go down the local's history, moratorium years occurred in every decade since the 1960s. A moratorium year means that hours were so low, the year does not count toward employment credits. This means you will not be penalized for working less hours than one employment credit in 2008, and your A or B hiring status will not be affected during that year. As of now, the moratorium year applies only to individuals in California. If you have any questions on this matter, don't hesitate to call your district office.

I'll end this month thanking you all for making the trip and sharing in the food and fun at the May 30 Retiree Picnic. I hope to see you all again during this next round of district meetings.

## Stimulus funds go to work

We've all heard about the Federal Stimulus Plan. Now we can see what it's all about.

Located on I-80 in Fairfield, the first construction project in California to receive American Recovery and Reinvestment Act (ARRA) funding broke ground last month. The \$13.5 million Caltrans project went to Top Grade Construction and is expected to create more than 200 construction jobs. The project – to improve the pavement on a 50-year-old section of I-80 between state Route 12 and the Putah South Canal, a roadway used by nearly 200,000 motorists every day – should be completed by the end of 2009. Top Grade's winning bid was submitted at nearly 40 percent below Caltrans' cost estimate; the savings have been directed to advance other highway projects.

This is the first of many jobs to be funded by stimulus money. To see exactly where these funds are going, visit [recovery.gov](http://recovery.gov), and keep reading your *Engineers News*.



*This permanent sign off I-80 in Fairfield marks the location of the first ARRA-funded project to break ground in California.*

## Members' tips save union job

The *Tech Engineers Courier* asks readers to report any "Rat Contractors" to Local 3 business representatives to investigate and track. So far, this has resulted in two new testing-and-inspection firms signing agreements and one engineering firm being bound to a Letter of Assent. Even more remarkable: Last month, District 20 business agents responded to an anonymous complaint at a Union City jobsite about non-members operating equipment. In the process, the agents discovered rat contractor Fugro West doing geotechnical and soils work and rat Extra Mile Excavating performing trench work on the same project. The project, one of two presently scheduled at Alvarado Middle School, has a contract value of about \$6.6 million. After school district officials asked Fugro West to contact Local 3 and sort out the situation, and the company did not, Oakland District Rep. Pete Figueiredo requested and received picket sanction for the project. At 5:30 a.m. on May 4, an area standards picket was held.

By sunrise, the job action had taken its toll, and the project was virtually abandoned. When it was clear that Local 3 wasn't going away, the general contractor shut down the job and threatened to charge the school district if officials didn't work out their differences with Local 3.

Both rat companies were removed from the job. Smith-Emery San Francisco has since taken over the geotechnical observation and soils/material testing on the project.

## Talking Points

By Fred Herschbach, president



## Cranes everywhere

I would like to dedicate my column this month to the men and women of our armed forces who are always on call, always ready to do what it takes to defend our freedoms. It's time we give back in a big way: Helmets to Hardhats. You may have heard of this program before – an article highlighting Local 3's involvement in it was printed last month. It's designed for veterans returning from service to use their skills in the construction industry. A good construction employee is someone who shows up, is willing to work, is disciplined and wants to learn – all things that folks in the service know plenty about. I saw the benefits of this program firsthand when I went to Utah to meet with the state's Gov. Huntsman along with District Rep. Dale Cox, Rec. Corres. Secretary James K. Sullivan, Utah Apprenticeship Administrator Jeff Anderson and many chapter chairs and dignitaries. Cox took the lead in bringing this program to Utah. We need career Operating Engineers, and this impressive program helps us achieve that. Our apprenticeship programs are turning out some great operators, and by giving our "warriors" an opportunity to succeed in the private sector, it will only make us stronger. All we need is work, which leads me to the rest of my column.



The money we need is finally starting to flow in. Caltrans Director Will Kempton is confident California will exceed the government's expectations by putting this money to work, and in turn, creating jobs quickly. We officers personally met with Gov. Schwarzenegger, and I was very impressed with how he envisions California 20-50 years from now. After the meeting, he spoke to an audience of about 75 folks, including employers, associations, politicians and labor leaders. He told them he wants to see "cranes, cranes, cranes everywhere across California," because, as he put it, "when cranes are working, California is working." It is great to see labor leaders, employers and politicians getting together to do what is right for the working men and women of this state, which in turn affects our local.

I know I've focused a lot on California – I'm not trying to slight the rest of our jurisdiction, but the reality is that as California goes, so goes the rest of the country. California is one of the largest economies in the world, and we need to take immediate action to help her along.

It's safe to say California and the nation are undergoing a crisis. I recently reviewed some bits of history that have much to do with what's happening today. In the 1930s, the Great Depression initially blindsided the country but eventually fueled the labor movement, and the New Deal raised the standard of living to create a middle class. In the 1960s, the Civil Rights movement shaped America's entire landscape by abolishing discrimination and giving equal opportunities to all. In the 1980s, we had industry de-regulation and spent billions of dollars on military expenditures. Now, we face historical landmarks again with a war, an economic recession, an energy, oil and gas crisis and a housing bust. We need politicians to stand up, get big business under control and get the jobs back, but politicians can't do it alone – we also need labor and business leaders. We all need to pull together to get it done. We've done it before, and we will do it again. I would like to thank the membership for their support and solidarity as we continue to go forward.

I am very proud to announce that I have two more Operating Engineers in my family – granddaughter Madeline Rose and my first grandson, appropriately named Freddy!

Be safe and see you around.

# First Quarter 2009 Results

As the 2009 construction season heats up, Federal Stimulus money has finally begun flowing to our states, and some much-needed construction projects are underway. While most economists still believe a recovery will not take hold until at least the second half of 2009, hopefully our economy is starting to stabilize, and the recession won't further deteriorate. Positive economic signs include the fact that California recently issued \$5 billion in "Build America" bonds, which can be used to finance construction and infrastructure projects, consumer confidence inched higher during March and the credit freeze in our nation's financial system is starting to thaw. Unfortunately, unemployment continues to creep higher. The unemployment rate rose nationwide from 7.2 percent in December 2008 to 8.5 percent in March 2009. California and Nevada continue to experience rates well above this national average at 11.2 percent and 10.4 percent, respectively; whereas, Hawaii fared slightly better at 7.1 percent, and Utah was again among the lowest in the nation at 5.2 percent.

During the first three months of 2009, Local 3's membership decreased about 1.2 percent, with 464 fewer members than at the start of the year.

Although Local 3's financial results for the first three months of 2009 were down, they were generally in line with the OE3 Administration's budget projection. Revenues for January through March 2009 were down 9.46 percent versus the prior year's first quarter, but expenses for the first quarter of 2009 were also down 5.74 percent versus the same period in 2008. During this time, Local 3 reduced costs and streamlined operations. Unfortunately, some layoffs were required and projects were eliminated or delayed. Nevertheless, during these difficult times, the Local 3 officers vow that the level of service to the membership will not be reduced.

Since the summer construction season had a sluggish start, it appears 2009 will be a slow work year as compared to past years. With this in mind, the Local 3 Administration will continue vigorously monitoring the union's day-to-day operations and will make the prudent financial decisions necessary to prepare for the worst, while planning for the best.

## First Quarter 2009 Financial Report

Unaudited, in thousands

### Profit & Loss Statement

(March 31, 2009: Year-to-Date)

Membership Revenue	\$7,505
Other Revenue	\$1,601
Total Receipts	\$9,105
Salaries, Benefits & Taxes	\$6,758
Per Capita Taxes	\$1,278
Office & Operations	\$819
Depreciation	\$325
Professional Services	\$326
PAC's & Fund Allocations	\$259
Admin & Public Relations	\$838
Total Expenses	\$10,602
Net Income	(\$1,497)

### Balance Sheet

(As of March 31, 2009)

Cash, Investments & Deposits	\$32,987
Employee Funded 457 Plan	\$1,394
Automobiles	\$2,944
Office Furniture & Equipment	\$1,771
Computers & Software	\$9,062
Communications Equipment	\$913
Print Shop Equipment	\$1,102
Less Accum. Depreciation	(\$7,508)
Total Assets	\$42,665
Liabilities	\$110
Employee Funded 457 Plan	\$1,394
General Fund Balance	\$41,161
Total Liabilities & Fund Balance	\$42,665

Fund Balances (\$ in millions)		
	March 31, 2009	March 31, 2008
General	\$41.2	\$40.7
Hardship	\$3.4	\$3.1
Emergency	\$10.4	\$9.5
Defense	\$4.2	\$3.8
Capital Maintenance	\$4.5	\$4.1

## 2008 Benefit Disbursements

PLAN	1MEDICAL	2PRESCRIPTION DRUG	DENTAL	3OTHER BENFITS	TOTAL
NO. CALIF.	\$131,692,520	\$22,260,383	\$19,558,096	\$5,343,843	\$178,854,842
P'ED H&W	\$32,669,656	\$28,782,905	\$3,217,598	\$1,920,150	\$66,590,309
4NO. NEVADA	\$10,753,464	\$1,680,202	\$938,907	\$231,075	\$13,603,648
HAWAII	\$14,374,036	\$2,878,782	\$2,758,273	\$1,291,246	\$21,302,337
UTAH	\$7,025,776	\$1,486,606	\$898,161	\$210,586	\$9,621,129
PUBLIC EE'S	\$14,384,766	\$3,305,987	\$2,003,732	\$498,519	\$20,193,004
TOTAL	\$210,900,218	\$60,394,865	\$29,374,767	\$9,495,419	\$310,165,269

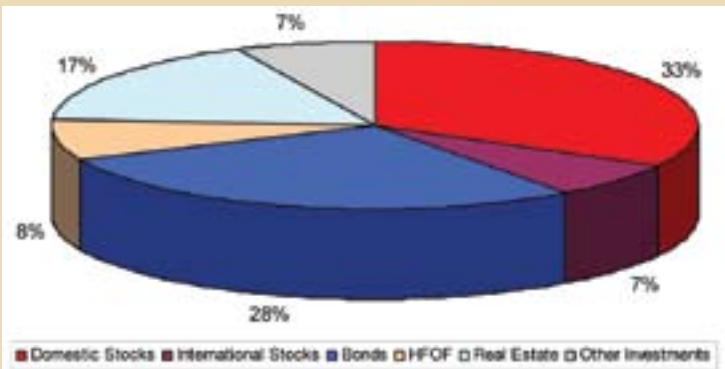
1. Medical includes: regular and Kaiser medical (including Kaiser Drug), stop loss, and Medicare reimbursement.
2. Pensioned Health & Welfare prescription drug cost is the claims paid less the Medicare drug subsidy of approximately \$4.2 million.
3. Other benefits include: vision care, life insurance, burial benefits, hearing aids, physical exams, disability, and chemical dependency.
4. No. Nevada is on a fiscal year of 9-1/8-31, so the numbers above are for 9-1-2007 thru 8-31-2008.

# Pension Trust Fund for Operating Engineers

9/30/2008

## Plan Assets

Total Investments	\$ 2,538,836,00C
Domestic Stocks	836,455,00C
International Stocks	178,408,00C
Bonds	718,340,00C
Hedge Fund of Funds	201,065,00C
Real Estate	425,515,00C
Other Investments	179,053,00C



Notes:

- 1) Asset figures and returns are preliminary and unaudited.
- 2) Other Investments include an insurance contract with New York Life and operational cash.
- 3) Returns through 12/31/2007 were not calculated by IPS.

## Plan Returns / Funded Status

	Investment Return (3)	Target Return	Funded Ratio
1998	17.8%	7.5%	108.9%
1999	4.8%	7.5%	110.4%
2000	3.2%	7.5%	105.4%
2001	0.4%	7.5%	96.9%
2002	-6.6%	7.5%	100.6%
2003	12.5%	7.5%	94.5%
2004	6.7%	7.5%	88.7%
2005	6.9%	7.5%	84.0%
2006	10.5%	7.5%	81.3%
2007	5.2%	7.5%	83.5%
2008	-25.6%	7.5%	69.9%
2009	-4.8%	7.5%	n/a



### Commentary (1st Quarter 2009):

The first quarter of 2009 ended with all major equity indices posting losses despite a rally for much of the month of March. The S&P 500 Index returned -11.0% for the first quarter and -38.1% for the trailing one year. The industrial and financial sectors were hit the hardest during the quarter as investors exited financial stocks over continued worries regarding mortgage issues, and manufacturing jobs were cut reflecting a contraction in growth and spending. The Barclays Aggregate Index, which measures the broad fixed income market, returned 0.1% during the first quarter and 3.1% for the past year. Treasuries and mortgages outperformed their investment grade index counterparts as investors sought the safety of government backed issues and various federal agencies took steps to sure up the mortgage market from further meltdown.

Notes: 1) The Funded Ratio is the value of assets used for the annual pension plan valuation divided by the present value of accumulated plan benefits as provided by the actuary.



## Report & Review

By Carl Goff, vice president

# On the front lines

## Member survives World War II; early construction jobs

Retirees are a huge part of Local 3. They built this great local and are responsible for many of the benefits we have today. We officers get to talk with them on a regular basis, and let me tell you, some of their stories sound more like novels.

Some of our retirees are war heroes; many have a different type of war story, as they went to battle for the good of the working class and often worked in the trenches on jobs that required dangerous procedures.

Retiree William H. Cullen Sr. has stories of both. Initiated into Local 3 in 1956, Cullen already had a lifetime of experience. He was 18 years old when he entered the Marine Corps boot camp and volunteered for scout/sniper school. After graduating in 1944, he was sent to the Pacific during World War II as part of the 54<sup>th</sup> Replacement Battalion (which later became part of the 6<sup>th</sup> Amphibian Tractor Battalion).



William H. Cullen Sr.

One of the Marines' bloodiest battles in World War II was the Battle of Peleliu; some of the heaviest fighting took place in locations such as Bloody Nose Ridge. Cullen was there during his first week of fighting and commented: "A Marine was killed or wounded every two-and-a-half minutes night and day." The troops landed there on Sept. 15, 1944. On Sept. 28, Cullen turned 19!

Cullen holds an Asiatic-Pacific Campaign Medal, China Service Medal, Presidential Unit Commendation Ribbon, Victory Ribbon and several Bronze Stars.

And that's just the beginning of his story!

After the war, Cullen joined Local 3, going to work for Ferry and Crow as a mechanic on "the largest dirt removal (job) since the Panama Canal, through the hills to the Benicia Bridge. It was the first time anyone ran double scrapers."

Another noteworthy project he worked on was the Transbay Tube, the part of Bay Area Rapid Transit (BART) that runs under San Francisco Bay.

Cullen retired in 1989, ending his career as night foreman for O.C. Jones' repair shop. Now 83, Cullen is finally enjoying some well-deserved "quiet" time with his wife, Betty. The couple has six children, 29 grandchildren and 10 great-grandchildren.

His is an amazing story, and believe it or not, there are many just as amazing within Local 3.

We tried to memorialize these stories (and photos) in our own history book commemorating Local 3's 70<sup>th</sup> year as a union. There is no way we could include everything – our history is just too rich – but I believe we've done a good job covering the major events throughout the last seven decades that made Local 3 what it is today. The book is still available, so order a copy



today and enjoy some of the history of this great union. Please see the ad on page 29.

William H. Cullen Sr. (center) ended his career as a night foreman for O.C. Jones' repair shop.



**Political Perspective**  
By Tom Aja, political director

## EFCA needed now more than ever

With our economy in a state of devastation and a record number of workers unemployed, we are in a situation very reminiscent of the Great Depression. To continue with the history lesson, the National Labor Relations Act (NLRA) was passed by Congress and signed into law by President Franklin Delano Roosevelt in 1935 during the darkest days of the Depression. This law created the National Labor Relations Board (NLRB), which acts as an oversight committee and regulates the “rules of engagement” between an employer and a union during an organizing campaign. Between then and now, these rules of engagement have shifted so heavily to the employers’ favor that they are in dire need of change.

Fast forward 74 years to 2009, and we find organized labor and its allies in Washington, D.C. engaged in an effort to make corrections to or add much needed language to the NLRA. The Employee Free Choice Act (EFCA) has been introduced to both houses of Congress. This proposed legislation is quite simple, containing three main components: It allows for voluntary majority sign-up for union certification and provides a secret ballot election at the request of the workers. It will expedite negotiation of the first Collective Bargaining Agreement (CBA). The final element establishes civil penalties for employers found guilty of harassing workers during an organizing campaign.

The proposed changes are short and simple, however, they will greatly benefit our nation’s workers and our nation in general. Workers represented by a union have a higher standard of living than those without a contract. With a better-paid workforce, you have people who are able to buy a house and still have disposable income – money remaining in a family’s budget after the monthly bills have been paid. This remaining money pays for a new automobile or major appliance. These big-ticket items are the major source of revenue (sales tax) that pays for police and fire departments, water and sewer services and all the other services we take for granted. It has become very apparent that the middle class, comprised of union workers, has been carrying most of the financial burden by making purchases that keep businesses in operation and cities solvent with tax payments.

The Employee Free Choice Act is needed now as much as the National Labor Relations Act was needed 74 years ago. I urge all of our members to contact their union offices and do what they can to make this legislation a reality. Rallies are being held in cities throughout our jurisdiction, and we have an opportunity to be part of a history-making event.



**Looking at Labor**  
By William Kalani Mahoe, treasurer

## We need to turn the economy around; put our members back to work

Aloha, Local 3 members.

Right now, brothers and sisters, it is important that we remain focused on issues that are important to you and the union – No. 1: To turn the economy around and No. 2: To get our members back to work.

We still face challenges in our mission. Too many politicians are interfering with the release of the stimulus money for much-needed projects. They are busy playing games with the money and blaming each other for various things, when they should be focusing on getting men and women back to work. Their behavior is constantly creating roadblocks to President Obama’s plan of rebuilding our economy. Instead of listening to his plan, or trying it, they work against it and delay our economic recovery.

We can work together to reach our goals by registering to vote, knowing the issues we are voting on, sharing our goals with family and friends and letting the politicians we support know our issues. If they know what is most important to us, then they can handle our business better and more efficiently. Our main goals of getting members back to work and stabilizing the economy will help not only us but the entire country. It is a win-win situation, and we must all work together to make this happen. Together, we can and will pull ourselves through this economic recession.

## Aja re-elected as California Labor Caucus treasurer

Local 3 Political Director Tom Aja spoke at the April 24 California Democratic Party Labor Caucus held at the Sacramento Convention Center. Aja is serving his 10<sup>th</sup> year as treasurer of the Labor Caucus after being re-elected at the event.

The caucus is a gathering of politicians, labor supporters and their voting delegates, who speak on behalf of upcoming resolutions and ballot propositions affecting labor. During the caucus, hundreds

gathered to discuss and sometimes disagree with legislation. Aja spoke on the importance of the Employee Free Choice Act (EFCA) and the May 19 Special Election propositions.

Several Local 3 staff members and volunteers attended the event, including District 30 Grievance Committee member Dennis Dorton, District 60 volunteer Harry Herkert and District 80’s Del Surette and Tony Lima.



*Labor Caucus Treasurer and OE3 Political Director Tom Aja discusses the importance of EFCA and the passage of all six propositions on the May 19 Special Election ballot.*

*From left: Stockton District Rep. Nate Tucker, business agents Greg Flanagan and Mike Pickens and Grievance Committee member Dennis Dorton attended the April 24 California Democratic Party Labor Caucus.*





Dear Editor,

I would like to thank Operating Engineers Local Union 3 on behalf of my family.

My brother, Carl "Glenn" Pitman, was in the pipeline industry since 1985. For the past 24 years, he has made a living, a life and a family within the pipeline industry. In October of 2007 he was diagnosed with stage 4 liver cancer that eventually took his life Feb. 1. In that year and four months, Glenn was so blessed by so many people that work in this industry – a day did not go by when he did not receive multiple phone calls; his pipeline friends traveled many miles to visit him each time he landed in the hospital. There were multiple fundraisers and hats passed on the worksite for his family. I was overwhelmed with the kindness that these men and women showed toward Glenn and our family during this very hard time in our lives. You are truly what America stands for.



Glenn Pitman

Sincerely,  
Lynette Crowe, on behalf of Glenn Pitman  
Reg# 2085784

## New employers see the light

At the time of this writing, we just completed the March 29 Semi-Annual. I would like to thank all of the brothers and sisters who came out. It was great to see the folks we don't get to see on a regular basis as well as the upbeat attitudes of the members. As bad as the economy is right now, we all know that we are going to come out of this with better days ahead. The stock market just closed around 8,000 – maybe it's a sign that things are finally turning around.

Unlike past recessions, many of us see this as a global recession. Governments worldwide have put \$5 trillion into the global economy so far to try to turn things around. Economists have their own ideas about when things will improve, how we got into this mess in the first place and who was asleep at the wheel. You name them; they all have different ideas. All I know is that we have a lot of members not working right now, yet we have several roads, bridges and underground utilities that need to be replaced badly.

We need money to start rebuilding and then better things will follow. Once you put people back to work rebuilding deteriorating infrastructure, they will start buying cars, appliances, etc. again, and the working class will start building our country out of this recession like we have

always done in the past. We are starting to see some of the stimulus money come in; hopefully, it will continue. It amazes me that we are constantly fighting with the same politicians over money for projects. It goes right back to the old self-defeating mindset and the definition of insanity: To continue to do the same thing and expect a different result.

On a more positive note: Organizing is picking up. Contractors previously unwilling to talk to us and solely making their living on private work are now approaching us – very little private work has been available. On the other hand, some of our bigger contractors have been picking up some large public-works jobs, and the only way these private contractors can work for one of our signatory employers on these big jobs is by being union. We have had a lot of positive feedback from some of these newly signed employers. They're basically telling us what we have been telling them all along: When you use highly skilled Local 3 operators, you not only get the job done right the first time, but the quality of the operators and their training is second to none.

Be safe and hope to see you at the next meeting.

## OUT AND ABOUT ON MAUI

Want more photos of District 17's Maui jobs? Visit OE3 online at [oe3.org](http://oe3.org) for a gallery.



Blade Operator Ed Miguel with Hawaiian Dredging.



Donald Poe with Goodfellow Bros., Inc.



From left: Efrén Rafael and David Arruda with Koga Engineering and Construction.

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

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

To submit a letter by mail:  
Letters to the Editor  
Operating Engineers Local 3  
3920 Lennane Drive  
Sacramento, CA 95834

By fax: (916) 419-3487

By e-mail: [newsletters@oe3.org](mailto:newsletters@oe3.org)



## Public Employee News

By Don Dietrich, director

# It's a good time to be union

From my perspective – and as someone raised in a union household, it is a biased perspective – it is always a good time to be a union member. If you don't come from that background, take it from me, now more than ever, it is good to be working union.

I recently had a conversation with employees of a government agency who are not unionized. They are facing the same difficulties everyone else is – budget constraints, workforce reduction and cost-cutting measures. We are all in the same boat, but the difference is the non-union workforce saw unilateral changes to benefits without having any say in the matter. Layoffs were done by management selection and did not take seniority into account. Employees with 15-20 years were let go, while those who just started were spared – again without any voice from the employees.

It's true: The employer has the right to determine the size of the workforce and the nature and manner of the work. What we as organized labor have is the right to ensure there is an orderly process to workforce reduction and cost-saving measures.

We are currently negotiating the impacts of workforce reduction and cost-saving measures throughout our jurisdiction. We are diligently negotiating an orderly process that does not allow the employer to “cherry-pick” who they want to keep. We are negotiating severance packages, health-care continuation and return-to-work rights for those who are laid-off. We are also negotiating the impacts to those who remain and have to pick up the slack left behind by the reduction.

Why was I talking to employees who were not represented? They are suddenly interested in union protection. They see firsthand why it is good to be union. When there is no one to speak out for you, people gain a different perspective. Ask yourself: After 20 years of not paying dues, would you save enough money to make up for the loss of your job? I doubt it. I'm sure the 15-20-year employees who were just let go wish they had been paying union dues.

As always, work safe, work smart and be diligent in what you do.

## In her own words

### San Jose negotiations team member summarizes negotiating process

By Bill Pope, business representative

The following excerpt is from an e-mail sent by negotiations team member Heather Reiter to her co-workers. It is a very good summary of where negotiations are with the city of San Jose, and I thought it was worth sharing:

“All,

Since our contract expires on Friday, I wanted to give you a quick update on the progress of the negotiations (or lack thereof):

“The long and short of it is that the city has declared impasse. This means that the city feels that there is no more progress to be made by either side without the help of an outside mediator. The city filed impasse with the state on April 8. The union does not feel that we are at impasse. We will most likely be filing charges against the city for failure to bargain in good faith. OE3 and the city have now moved to mediation. Those are the basics. If you want the nitty-gritty, keep reading. (Lay-off stuff addressed at the very bottom.)

“When OE3 began bargaining with the city on Jan. 28, the union opened with several non-economic-type proposals in addition to a 0 percent wage increase for the term of the contract (one year). We also added a few increases to the

odd overtime, shift differential and call-back wage (which would have cost the city a total of \$12,000 spread over the six departments who have OE3 members). This was not well-received by the city. It countered with several proposals that would have cut overtime and callback pay, restricted holiday pay (or comp, for those of us who don't know what overtime pay is anymore), frozen or eliminated step-increases and drastically raised our health-care rates.

“We were appalled, but given the current economic climate, we were willing to work with them. Unfortunately, the city team was unable to provide us with an estimated cost-savings for any of these items. With a nebulous cost-savings looming for an unknown future date, we thought that the city's package-proposal was not in our best interests and changed tactics. We then verbally proposed a contract roll-over for one year. The city's written counter was to freeze all wages and increase health-care costs by implementing higher co-pays. The city also wanted to talk about furloughs – decidedly not a contract roll-over. The

union team countered with a written proposal that would simply freeze everything for one year, while still exploring the issue of funding retiree health care (giving up a personal day to pay for the 0.4 percent or \$8 per paycheck increase, or ramp-up).

“There was one more negotiation session after that, and we waited for a written counter from the city. None was forthcoming. The very next session, the city declared that we had reached impasse. This series of events led the union team to believe that the city came to the bargaining table

with a pre-conceived plan to be reached by a pre-determined date.

“The next step is mediation, which began May 11. We will be working without a contract for some time but don't expect a pay-out like last time. Meanwhile, OE3 will take our ‘labor show’ on the road and begin speaking with council members. Unfortunately, I won't have any more news until we begin working with the mediator.”

I couldn't have explained it any better myself. Stay tuned for more updates.



Negotiations team member Heather Reiter.

# On the job with Office of Emergency Services

*Members provide intelligence preparation during emergencies in Santa Clara County*

What if a major earthquake strikes Santa Clara County? Or a Katrina-like flood hits the area? What if there is an outbreak of swine flu? While you may spend your time hiding in the bathroom or seeking the nearest fruit cellar, County Employees' Management Association (CEMA) members at the Santa Clara County Office of Emergency Services (OES) are part of the response team ensuring proper procedures and communications are implemented for your safety – a task they don't take lightly. According to OES Director Kirstin Hofmann, the department can be activated for an emergency instantaneously, and in that process, some 100 specialists handle four main stages of response: Planning, operations, finance and management.

"We get it [the disaster], pay, plan, do," Hofmann said, and the response time happens just that fast, because it must. Once a disaster strikes, the department figures out financing the response method, planning the best course of action and then facilitating this plan.

A large part of Hofmann's team is made up of CEMA members who "provide the intelligence function, resource management and prioritization ..." for the county, said Senior Emergency Planning Coordinator Harry Reinstein. Acting as the behind-the-scenes players, CEMA members "play a support role," said OES Administrative Services and Grant Manager Diane Stambaugh.

Their role is vital in aiding OES in preparing for, responding to and recovering from disasters.

Most members involved with OES have a volunteer's heart, such as OES Emergency Planning Coordinator Ken Foot, who coordinates resources and emergency-operations technology for OES.

"I was a volunteer firefighter for awhile," said Foot, who used his software engineering skills and drive toward volunteerism to secure his position with the county.

Another valuable aspect of volunteerism is the amateur radio operators who donate their time to keep the communication lines open when other forms fail. Chief Radio Operator Larry Carr is one such volunteer who is in his 11<sup>th</sup> year working with the county. (For more on amateur radio operators, see page 27 in this edition).

CEMA members with OES get the job done, and no one would argue that it's not an important job.



*CEMA Administrative Services and Grant Manager Diane Stambaugh.*



*CEMA Senior Emergency Planning Coordinator Harry Reinstein.*



*CEMA Emergency Planning Coordinator Ken Foot.*

# Poletti awarded Northern California Bus Driver of the Year

By Mandy Jessup, managing editor



*Michelle Poletti is awarded Northern California Bus Driver of the Year from CHP Commissioner Joe Farrow.*

Michelle Poletti is somewhat famous in Stockton – but not for an acting career or an all-American track record. Poletti is known for being an excellent driver – a *school bus driver* for the Stockton Unified School District (SUSD).

More than a year ago, she was honored with a Bus Driver Safety Award from the Central California Safety Council for driving SUSD K-12 students nearly 1 million miles (963,000 to be exact) accident- and injury-free. But her biggest achievement would come later. In April of this year, Poletti was honored as Northern California Bus Driver of the Year, a co-winner chosen out of 54,000 school bus drivers in the state.

"This is the state's highest award," noted California Highway Patrol (CHP) Commissioner Joe Farrow, who honored Poletti with two plaques. "Her achievement impacts so many people."

Farrow attends these events because he feels there is no larger responsibility than that of ensuring the safety of children. "She did it right, and we applaud her."

He commented on the magnitude of her success, because bus drivers are not cruising down the freeways. "They are driving 25 miles an hour and stopping hundreds of times on a route with people who are impatient, speed by them, drive too closely," Farrow said.

Through all this distraction, Poletti has a perfect record – not to mention a perfect rapport with the children, who often give her birthday and holiday cards. She has been driving a school bus for almost 30 years and began the job when she was 21 without realizing it would be a life-long profession and a source of joy and motivation.

"It keeps you intrigued, keeps you young at heart. I have a mother's heart," Poletti said, smiling at her own son, Jared, now 27, who attended the event with his father/Poletti's husband, Steve.

Poletti is not just a bus driver: "I am a counselor, babysitter, chauffeur to these kids," many of which she sees out in the community. "The older ones now have their own kids and are pushing strollers."

Poletti became a Local 3 public employee the day she got her bus keys in 1980, and that same day, the Stockton schoolchildren received one of their best gifts: A bus driver who looks after them like a mother might with a flawless driving record to prove it.



## Credit Union

By James K. Sullivan,

Credit Union secretary/financial officer & recording - corresponding secretary

# OEFCU: People helping people

## The history of credit unions dates back to early farmers

In the late 1800s and early 1900s, people worked long hours to earn a living. Farmers worked from sunup until sundown on their farms, tilling the land and tending their crops. It was laborious, back-breaking work. Even with all of their hard work, at the end of the growing season and after all of the crops were sold, farmers often still owed more money than they earned.

Farmers turned to rich aristocrats and bankers to borrow money to purchase the equipment and supplies they needed to start their crops for the next growing season. Then, at the end of that new growing season, they again owed more than they earned and had to borrow even more money to start their crops for the following growing season.

To top it all off, rich bankers and aristocrats charged outrageous interest rates on the money farmers borrowed, making it nearly impossible for farmers to ever pay off their loans. Therefore, it was a vicious, never-ending cycle. That's when credit unions were born.

As the 20<sup>th</sup> century began, the credit-union idea surfaced. The concept was simple: People should be able to pool their money and make loans to each other. By doing this, they were able to keep interest rates low on loans made. Credit unions do business this way today.

Credit unions are not-for-profit cooperatives, much like the farming cooperatives of the 19<sup>th</sup> century. These financial cooperatives are owned and controlled by the people who use their services – the members.

Operating Engineers Federal Credit Union (OEFCU) has never been in the business to make money from its members. OEFCU has maintained the credit-union industry motto of “people helping people.”

This point is proven by the following excerpt from a letter OEFCU received from a member:

*“I would like to report to you that all the economic news is not bad. My wife and I built our retirement home some eight years ago and financed it with a then-affordable loan. With the increases in utilities and gasoline, our house payment became difficult due to the higher-than-expected percent of our income, including all*

*costs. We reluctantly put our home on the market, believing that was our only solution. As you may have heard, this is not a seller's market at this time. We then heard about the lower mortgage rates offered by the Credit Union. We could not have been happier with that decision, as we were able to lower our mortgage payment enough to remain in our dream home.*

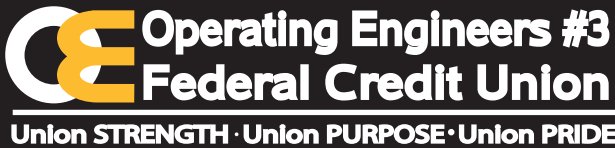
*“As a 53-year member of IUOE Local #3 and charter member of the OE#3 Credit Union, I have never needed their help to the degree I did now. The member-to-member, brother-to-brother concept of the Credit Union proves again the value of our organization. We can never express our appreciation to the people who helped us.*

*“[OEFCU] handled our application and led us through the somewhat complicated process of refinancing our loan. [OEFCU] kept in constant contact through both phone and e-mail, reassuring us and explaining the documents needed to complete the transaction.” – OEFCU member*

Dealing with the mortgage-loan process and all the paperwork involved can be stressful even in a typical market environment. These days, add the worries of trying to keep your home, and it can become a frustrating and discouraging process. That is why OEFCU partnered with Balance Financial Wellness, a free financial counseling service available to you as an OEFCU member. A Balance counselor can assess your current financial situation, suggest possible budgetary adjustments, discuss options for your mortgage and give you advice on how to approach your lender – all in strict confidence. To speak to a counselor, call Balance at (888) 456-2227.

OEFCU has been finding financial solutions for our members in need since 1964. The needs may be different from what they were when we first opened our doors, but whether it's as simple as lending you a hand in buying a vehicle or as complicated as restructuring your mortgage loan to help keep you in your home, that is what we're here for.

# 10 Reasons to Bank With



- ✓ 100% Union Organization
- ✓ Flexible Mortgage Options
- ✓ Deposits Insured by NCUA & ASI
- ✓ Checking Account to Fit Your Lifestyle
- ✓ Lower Fees & Competitive Rates
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# Geneva Rock is rolling on big highway job

## Deer, drivers and operators benefit from project

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

Despite the news of a faltering economy and sluggish stock market, there are some areas in our jurisdiction that continue to grow. Communities, such as Saratoga Springs, Utah, are included in this growth – just ask signatory contractor Geneva Rock. The company is performing a widening to accommodate traffic on Hwy. 68 (Redwood Road) between Bangerter Highway and the city located in the center of Utah’s Wasatch Front Metropolitan Area. Today there is more development interest in the city than at any other time in its history, which means construction.

At completion, the \$60 million highway will accommodate two travel lanes in each direction to increase traffic capacity and decrease jams. The road will also feature a continuous, center-running turn lane throughout the corridor, bike lanes on each side of the road, widened shoulders and several wildlife crossings for the deer, which are plentiful in the area.

But to Operating Engineers in District 12, the wildlife crossings mean little (even though they may be interested in the deer!). What these more than 80 members focus on is the fact that they’re working, and for some members, such as 25-year member Terry Blanchard and his son, Darren, they get to work with their family.

Darren Blanchard started in the industry straight out of high school: “It is interesting work – something new everyday.”

Members have been working year-round, and in Utah, that means sometimes facing snow, rain and, on the particular day these photos were taken, incredible winds. But according to Terry Blanchard, the elements are part of the job requirements. He actually prefers working in the snow.

Members also prefer working for Geneva Rock. “I like the benefits, and I like the way Geneva Rock treats its workers,” said three-year member Rick Robertson.

Travelers – that’s drivers *and* deer – will like the newly widened road, scheduled for completion by the end of this year.



Blade Operator Darren Blanchard and Roller Operator Neiyfi Koloapeua keep busy as truckloads of fill material are brought in.



Pipe crewmembers, from left: David Brunson, Jeremy Barton and Jeff Barzee make marks for a storm drain.



Bryson Ashworth watches Excavator Operator Andy Gunther dig out an embankment for the third wildlife crossing.



Brian Brunson cuts the slope to grade by adding top soil so it can be reseeded.



Redwood Road widening crewmembers include, from left: Terry Blanchard, Don Hocking, Geneal Close, Jorge Diarte, Barry Adams and Chad Hunt.

Blade Operator Chris Adams works above one of three wildlife crossings.



**Fringe Benefits**  
By Charlie Warren, director

## Understanding the out-of-pocket limit

The calendar-year limit on your payments for covered expenses under the Operating Engineers Health and Welfare Trust Fund comprehensive plan is commonly called the “out-of-pocket limit.” Here’s how it works:

You and the fund each pay a percentage of covered expenses called “coinsurance.” For example, the fund pays 90 percent of the covered expenses for many medical services and supplies, and you pay a coinsurance amount of 10 percent.

This coinsurance arrangement has an annual per-individual limit of \$5,000. Once the covered expenses for a particular individual (you or a dependent) amounts to \$5,000 for the year, the fund pays 100 percent of covered expenses for that individual for the rest of the calendar year (with the exceptions noted below).

If you use only contract providers, whose negotiated rates cannot exceed covered expenses, your annual out-of-pocket covered expenses per individual cannot exceed \$500 (your 10 percent coinsurance portion of \$5,000). If you use any non-contract providers, your share of the first \$5,000 in covered expenses will likely be higher.

The following items do not count toward the \$5,000 coinsurance maximum:

- Any charges beyond covered expenses and benefit-specific limits
- Any charges above the schedule of allowances for non-contract providers in the contract-provider service area
- Amounts you pay for services or supplies not covered by the plan
- Any covered expenses for which the plan normally pays 100 percent
- Covered expenses for physical exams, outpatient mental-health treatment or chemical dependency treatment (nor will the amount or percentage paid by the fund for these services increase after you reach the \$5,000 coinsurance maximum)
- Your \$25 copayments for the first 10 outpatient doctor visits each year or your \$50 copayments for use of emergency rooms or urgent care centers for non-emergency treatment (the need to pay these copayments will not end after you reach the \$5,000 coinsurance maximum)

**Fringe Benefits Service Center**  
(800) 532-2105

## Pension discrepancies

If you examined your Pension statement and found any discrepancies between the Trust Fund records and your personal work records, be sure to bring them to the attention of the Trust Fund Office Pension Department. It is best to do this in writing. If you have any questions, call the Fringe Benefits Service Center at (800) 532-2105 or the Trust Fund Office at (800) 251-5014.

## Thanks, retirees

Thanks to everyone who came to the May 30 Retiree Picnic at the Rancho Murieta Training Center (RMTTC). I hope you had a good time. A special thanks goes to Business Manager Russ Burns and our other officers and RMTTC Executive Director Kris Morgan and his staff. Special thanks to Retiree Gary Herren – for so many years he helped make our Retiree Picnic a success and can now enjoy it in his own retirement.

## To your health

Summer is close at hand. Get outside and do some walking or more strenuous exercise if you are able. Couple a good, brisk walk three times a week with a decent diet (not too many calories).

One retiree gave this dietary advice: “Four or five ounces of lean meat with a large salad with as many different colors as you can display in it, Charlie!”

*Do you have a healthy tip or recipe? Please call (916) 993-2047, ext. 2505, or e-mail [mjessup@oe3.org](mailto:mjessup@oe3.org).*

## From the dispatcher’s desk

Morgan Hill Dispatcher Dennis Garringer is going on his 39<sup>th</sup> year as a member of Local 3, and he has some words of wisdom for both apprentices and experienced journey-level operators:

“I still remember those afternoons when the shift was done, gathered around the back of a pickup enjoying a cold beer. There were a lot of stories told then, and if you listened, the older operators were telling you what you were doing wrong and how to fix it. Times and acceptable practices have changed. A cold beer before hitting the road is no longer allowed. But, we still need to pass on our experience to these younger operators.

“It seems today everyone is in a big hurry to ‘beat the traffic.’ We still need to

take the time to invest in our future. To maintain our wages and benefits we need to foster professionalism in our craft. After all, when we started out, none of us knew it all. And when we retire, it’s these younger guys paying into our Pension fund. Some of us followed in our father’s footsteps and gained valuable knowledge without realizing it. But not everyone comes from this background. I was raised on ‘Any job worth doing is worth doing it right,’ and ‘If you see something that needs done, do it.’ Let’s pass on those little tricks and techniques to this new generation. They are not our competition; they are our future. It can be letting them know how to recognize the sweet spot or a certain look when all is right. They won’t

do everything the exact same way as us, but you can teach them to recognize when it is correct. Teach them the ‘why’ as well as the ‘how.’

“And you younger operators out there: Watch, listen and ask questions. Use Rancho Murieta Training Center (RMTTC) to upgrade your skills. They can give you the basics, but it still takes seat time to hone your abilities. You can learn something from everyone on the job – some, what to do; some, what not to do. If you need Minimum Qualification Testing, now is the time to get into your district office and sign up to go to RMTTC for testing. If you are ready to learn a new piece of equipment, sign up for journey-level training.”



**Rancho Murieta Training Center**  
for apprentice to journey-level operators  
By Kris Morgan, executive director

## Training hours record high at RMTC

*Total hours recorded in March: 12,040*

Training is the best investment a union can make in its members, and it's the best investment members can make in themselves. Well-trained, safe and skilled operators are an employer's biggest asset, and members owe it to themselves to be the best operators they can be.

With the help and guidance of the California Joint Apprenticeship Committee (Cal-JAC) and the Local 3 officers, Rancho Murieta Training Center's (RMTC's) scope has broadened. Last fall, RMTC "ramped-up" the training center to accommodate those interested in developing new skills or improving old ones. Additional instructors were hired, and new equipment and training aids

were purchased. An educational program was established to inform members about the training opportunities available. New classes and a new nighttime schedule were added – giving cause for celebration.

Speaking of celebrations, the RMTC staff was the focus at the March 29 Semi-Annual in Vallejo, Calif., with the theme of training. Our displays at the event included GPS equipment; visual simulators; new hydraulic excavator simulators; a new 14M motor grader; a new GPS dozer; and our safety booth. Many names were taken at the event and placed on the request-to-be-trained list.

In September, RMTC will host the fall Semi-Annual at our facilities in

Rancho Murieta. At the event, Operating Engineers will celebrate its 70<sup>th</sup> year along with the 50<sup>th</sup> year of its journey and apprenticeship program and the 40<sup>th</sup> year of its Rancho Murieta training site. We will hold a construction equipment rodeo with events for cranes, backhoes, excavators and gradesetters.

My hat goes off to the staff at RMTC for their team effort to accomplish the extraordinary amount of training hours last fall and winter. February showed 11,575 hours, and March had 12,040 hours. Congratulations to the staff, and special thanks to the officers for believing in us.

### Mechanics Corner

By Dave Bibby, Heavy Duty Repair (HDR) instructor

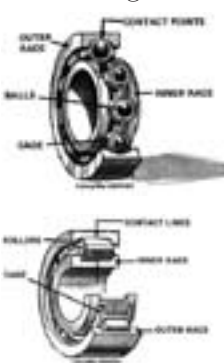
## Bearings continued

The solid bearing was previously discussed as one type of bearing typically found on mobile equipment. The second type is the anti-friction bearing. Anti-friction bearings are used for higher loads. These bearings have lower friction than solid bearings by providing a rolling contact between mating surfaces.

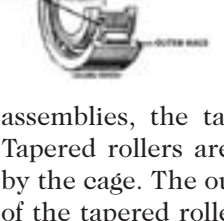
Anti-friction bearings will have point or line contact depending on construction. Point contact occurs when constructed with balls, meaning that a very small area of the ball makes contact with a second surface. When constructed with rollers, line contact means a very thin line on the outer surface of the roller makes contact with a second surface.

Three types of anti-friction bearings include ball bearings, roller bearings (straight and taper) and needle bearings.

Ball-bearing assemblies have four parts: The outer race (cup), inner race (cone), cage and balls. The balls are held in alignment by the cage and move freely between the inner and outer race. Ball bearings make point contact with a very thin layer of oil separating the components. Typical applications for ball bearings are in torque converters and winches.

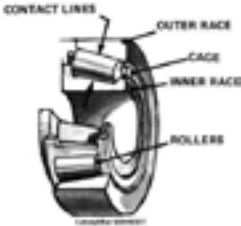


Straight-roller bearings are very similar in construction to ball bearings, except straight rollers are used in place of the balls, allowing line contact. Because line contact has more surface-area contact than point contact, a roller bearing can be used for larger radial loads than a ball bearing of the same size. Typical applications for roller bearings are in transmissions and final drives.



Tapered-roller bearings are constructed with tapered rollers. Unlike the ball and straight bearings, which typically come as assemblies, the tapered-roller bearing is a separable design. Tapered rollers are held in position on the inner race (cone) by the cage. The outer race (cup) is a separate piece. The angle of the tapered roller matches that of the inner and outer race.

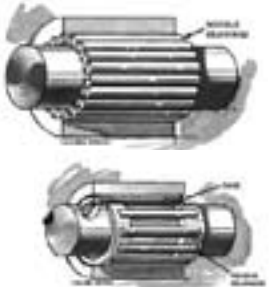
Because the rollers and surface of the races form an angle with the center line of the shaft, these bearings can now be used for radial and thrust loads. Thrust-load applications normally have two opposing bearings to operate against thrust loads from opposing directions. This is the only bearing that can be adjusted when installed by moving the inner and outer races further or closer together, referred to as setting the bearing pre-load. Typical applications for taper-roller bearings include transmissions, final drives, differentials and hydraulic pumps.



Needle bearings are a variation of the straight-roller bearing. The needle bearing is smaller in diameter but longer in length when compared to the straight-roller bearing, making it ideal for minimum clearance applications. The longer needle bearing also increases the line of contact allowing for increased radial load capacity. There are two basic designs of needle bearings. The first design is the full complement, which has all the needle bearings in alignment around a shaft or bore.

The second design is the caged-needle bearing, which uses a cage to guide and separate the needle bearings.

Caged bearings have a lower load capacity but are capable of running at higher speeds than the full complement. Typical uses are the universal joint (full complement), transmissions and final drives.



Bearings will be found on the machines you service, from the forklift to dozers and cranes. Remember the most important thing to keep in mind as you complete these services: Keep it clean, as dirt is the largest single contributor to bearing failure.

For additional information concerning bearings, visit the Timken Bearing Web site at [timken.com](http://timken.com). Then select the "Knowledge Center" link, followed by "For Students," and then choose a specific topic, such as Bearing Basics or How Steel is Made.

## On the lighter side . . .

### 'Stimulating' Joke of the Month

Q. What is an Economic Stimulus Payment?

A. It is money that the federal government will send taxpayers.

Q. Where will the government get this money?

A. From taxpayers.

Q. So, the government is giving me back my own money?

A. Only a smidgen.

Q. What is the purpose of this payment?

A. The plan is that you will use the money to purchase a high-definition TV, thus stimulating the economy.

Q. But isn't that stimulating China's economy?

A. Shut up.

~ • ~

Seriously speaking, try to spend your stimulus check wisely and help the United States' economy. Visit [unionplus.org](http://unionplus.org) for a list of stores and brands that promote union-made items *and* offers discounts and savings plans for union members, like you! The

Web site suggests everything from union-made vehicles to union discounts for theme parks, cruise lines, airfare, even movies.



Member Nick Hicks has a thing or two to say about "stimulus" monies ...

### Swap Shop ads we didn't print last month

FREE: Yorkshire Terrier. Eight years old. Hateful little bxxxxxd. Bites.

FREE: Puppies. ½ Cocker Spaniel, ½ sneaky neighbor's dog.

FOR SALE: Washer/dryer, \$100 (joining nudist colony).

FOR SALE: Wedding dress, worn once by mistake. Call Stephanie.

FOR SALE: Complete set of Encyclopedia Britannica. 45 volumes. Excellent condition. \$200 OBO. No longer needed. Got married last month. Wife knows everything.

For the "real" Swap Shop ads, see page 31.

## FIELD PERSPECTIVE!

### What the members are saying

#### Why did you get involved in surveying?

"I was an Ironworker for 13 years and was already familiar with the instruments; I sort of fell into it; it's a lot more fun than being an Ironworker; you're not stuck in the same job for months and you get to learn all kinds of neat, new stuff."

– Michael Hall, District 20



"I was tired of waitressing. I answered an ad as a bookkeeper for a construction company, and when I saw what they were making, I went in."

– Lori Delgado, District 20

"I was doing construction and started a family; I was familiar with the construction side of it before in construction staking. I feel more comfortable in this."

– Matt Dinatale, District 90



### TECH NEWS

Testing, Inspection and Surveying

By Abraham Fontanilla, business representative

## Cervantes provides top-notch work in SF



Jose C. Cervantes Jr. has been a Local 3 member for 18 years.

Local 3 member Jose C. Cervantes Jr. is known to his colleagues as "Jun." I met Jun in San Francisco where he spends most of his professional time working as a special inspector. He has been a Local 3 member since 1991. During those 18 years, he has performed special inspection on many well-known and well-used buildings, providing the highest level of quality inspection and always assuring every building is safe for public use. Jun is well-respected among many construction companies and colleagues, including the San Francisco Department of Building Inspection (DBI).

Recent projects Jun has been involved with include the UC San Francisco Gladstone Institute Research Facility at 50 Lansing – a 170-unit upscale condominium building project, and an eight-story condominium retrofit and seismic upgrade project at 72 New Montgomery. Jun and DBI worked closely on both projects to ensure building-code and engineering-design compliance.

DBI was established by the San Francisco voting community under Proposition G in 1994. This multi-member building commission was formed to enforce building, plumbing, mechanical and electrical code for structures built within the city and county of San Francisco.

We congratulate Jun this month on his good work for the union and for the public.

# Like the postman, surveyors deliver rain or shine

The Northern California Surveyors Joint Apprenticeship Committee (NCS-JAC) held its 19<sup>th</sup> Annual Hands-On Competition on May 2 at the OE3 Alameda Headquarters.

While the rainy weather provided some challenges, the judges and participants agreed the weather didn't stop anybody. California and Nevada Civil Engineers and Land Surveyors' Association (CELSA) Executive Secretary Eric Angstadt commented: "Unlike the dirtwork, surveying goes on rain or shine. In its 19 years, the event has only been canceled once due to weather." Participants sported raincoats or glasses fogged with rain and went about their business completing the four-problem course with no complaints.

The event brought together about 50 participants and 16 judges pooled from area employers and Joint Apprenticeship Committee (JAC) instructors. Three- to four-person crews were divided into party chiefs, chainpersons and apprentices to maneuver among problems ranging from slope-staking to relay back-site set-up – a new problem for the event. Problems replicated common scenarios surveyors might find in the field. According to Instructor John Rector – also a former apprentice and competition participant, crews are supposed to do the problems as if "concrete is on the way," meaning they are on the clock. Participants were literally "on the clock" during the event – 40 minutes per station.

During the awards ceremony, participants received prizes donated from CELSA and the Operating Engineers. Angstadt, Rector, OE3 Business Manager Russ Burns, Financial Secretary Dan Reding and NCS-JAC Administrator Joanie Thornton handed out the prizes, which included Home Depot gift cards from Associated Third Party Administrators (ATPA), money and OE3 shirts and hats. Participants also received "goodie bags" from the Operating Engineers Federal Credit Union (OEFUCU) and CVS.

Local 3 congratulates the winners who stuck it out during poor weather to prove their training has paid off. Thornton noted that the event is important to the participants beyond emphasizing skills. "There are employers here who are taking note of you," she told them. And in these tough economic times, that is good news.

## First Place

Party Chief Matt Dinatale (BKF)  
Chainman Brad Thomas (F3 & Associates)  
Apprentice William McNelis (Kier & Wright)

## Second Place

Party Chief John Puffer (Mid Coast Engineers)  
Chainman Michael Brandt (Sandis)  
Apprentice Nicole Zbyczik (Culver Group)

## Third Place

Party Chief Rich Reza (F3 and Associates)  
Chainman Victor Flores (Linscott Engineering Contractors)  
Apprentice Emiliano Gaytan (Psomas)

## Fourth Place

Party Chief Joshua Irving (Kister, Savio & Rei)  
Chainman Travis Posten (David Evans & Associates)  
Apprentice Joel McCarthy (Mark Thomas & Company)

## Fifth Place

Party Chief Lori Delgado (Culver Group)  
Chainman Javier Martinez (Kier & Wright)  
Apprentice Daniel Linarez (Bryant Surveys)

## Apprentice of the Year

Eric Wilson (Luk & Associates)

## Best Pacer

Sanjeev Raj (BKF)



From left: Party Chief Justin King, Best Pacer Sanjeev Raj and Chik Fu Lee.



From left: Enrique Aguilar Jr., Mario Carrillo and Brian Field pose for a photo before beginning the level loop problem.



Brent Rinehart works on an elevation problem.



From left: Zack Henson, Apprentice of the Year Eric Wilson and Joe Saxsenmeier.



Kenneth Woon holds the chain taut during one of the 19<sup>th</sup> Annual NCS-JAC problems.

NCS-JAC 2009 Hands-On Competition participant Stephanie Wilhoite.

# A shipload of work

## Levin-Richmond Terminal provides steady jobs, training

Story and photos by Jamie Johnston, associate editor

The Levin-Richmond Terminal is more than just a jobsite for Local 3.

The marine, railroad and trucking terminal is a piece of history, a family tradition and a unique, one-of-a-kind facility that trains members in several areas. It's also a special place for Local 3's administration, as the terminal was one of Business Manager Russ Burns' first jobs with Local 3. (For his experience at the Levin-Richmond Terminal, please read the sidebar at right.)

With roots that trace back to World War II, the Levin-Richmond Terminal was one of the major shipyards used to make Liberty ships for the war. One of the cranes first used there is now part of the Rosie the Riveter/World War II Home Front National Historical Park, as women made up a large part of the shipyard's workforce when men were overseas.

Fast forward more than 60 years and the facility, now owned by the Levin-Richmond Terminal Corporation (LRTC), is the only privately owned and operated marine dry-bulk facility on the West Coast, with annual imports and exports of 800,000 metric tons. The primary exports are scrap metal and petroleum coke.

LRTC employs 40 full-time employees, and they're all Operating Engineers. These members take care of everything onsite, from operating and repairing the terminal's own railroad – the Parr Terminal Railroad, which directly connects to the Burlington Northern Santa Fe Railway and the Union Pacific Railroad, to loading and unloading the largest ships at its two marine berths. All the equipment is even serviced by Operating Engineers. Maintenance workers perform major equipment repairs onsite, and fabrication shop workers modify equipment for bulk-cargo operations.

LRTC's union-labor contract has distinct advantages over other ports, which are subject to using pooled members from the International Longshore and Warehouse Union (ILWU).

"We're a unique and dying breed. You cannot open a facility like this anywhere anymore," said LRTC Director of Operations

Bill Buffalow. "It couldn't function without the Operating Engineers."

Because of the year-round stability, there is very low turnover. Just ask Ramon Pena – he has worked for LRTC for 23 years, longer than anyone else.

"It's a nice place to work. You've got a job year-round," he said.

For Pena, LRTC is also a family. Not only does he work alongside his union brothers, but he also works with his son, Arturo Pena, and his brother, Vincent Pena, who oversees the train-track repair.

Ramon now oversees crane operations at the facility, but throughout his career, he's done just about everything.

"This job is really like a school. I've learned welding, hydraulics, locomotive maintenance, all kinds of things," Pena said. "For me, I'm really happy. This place gives you a lot of opportunities."

This isn't rare. Buffalow prides himself on the fact that all operators "multi-task."

"We bring a lot of young kids in here, and they can cross-train," he said.

Utilityman and new member Kevin Parks is proof. Part of another second-generation duo working at the port, Parks works days while his father, Operator James Parks, works nights and has worked there for 10 years.

Something else that has been at the port for a long time: One of the original whirly cranes, Crane 3, is still a "workhorse" onsite, although it's the four shoreside gantry cranes that provide the best bulk-discharge capabilities on the West Coast.

The only real complaint employees have is the mess. Fabricator Jesse Barragan said that it could be "the dirtiest" job. Petroleum coke is the thick residue left at the bottom of an oil barrel, Buffalow said, and when it gets on your face, "It looks like eyeliner. It takes cold cream to get it off."

But even that has a silver lining: "We're using it. Instead, we'd be filling the landfills," Buffalow said.



Petroleum coke is unloaded at the Levin-Richmond Terminal.



From left: Utility workers Benjamin Pena, Zuno Gerardo and Jim Alexander.



From left: Track repairmen Roberto Zarate, Antonio Navarro and Felix Gonsales.

Nestor Rosales climbs on the train that runs through the terminal. The Parr Terminal Railroad is Levin's privately owned short-line system, which provides a direct connection to the Burlington Northern Santa Fe Railway and the Union Pacific Railroad.



Last month's **Funny Photo of the Month**: Francisco Garcia lowers the bucket of a 988B loader so Bobcat operators Tom Peterson, left, and Manuel Gouveia can drive their equipment inside to show the bucket's massive size.



From left: Operator James Parks and his son, Utility Worker Kevin Parks.



LRTC's longest-working employee Ramon Pena stands next to his crane's huge clamshell bucket.



Job Steward Manuel Gouveia operates a "huge" loader at the Levin-Richmond Terminal. The 20-yard bucket is almost three-times the size of an average bucket.



It's a dirty job, but Fabricator Jesse Barragan enjoys working at the Levin-Richmond Terminal.

Arthur Warner hoses down the massive piles of petroleum coke at the Levin-Richmond Terminal to prevent it from blowing around the port.



Loader Operator Hector Flippen helps move the massive amounts of petroleum coke at the Levin-Richmond Terminal.

## Business manager has history at LRTC

When Business Manager Russ Burns went to work for the Levin-Richmond Terminal Corporation (LRTC) in late 1982, he was "just a young kid," remembers Director of Operations Bill Buffalow. Nonetheless, he became "a great example" of how a young member can utilize the training offered at the site and thrive in the industry.

"It definitely allowed you to expand your knowledge if you chose to do so," said Burns, who worked there for two years. In a recession at the time, similar to what members are experiencing now, steady, full-time work was a plus; training was an extra bonus. Burns took advantage of both. "It was definitely a learning experience."

In his early 20s, "I learned a lot out there," like how to run a clamshell crane, use magnets and operate an excavator. "There's just a myriad of things out there. I learned how to run locomotives ... I learned how to weld."

And he learned it well. According to Buffalow: "Russ was one of the best crane operators out there. He was one of our best employees."

Because of this, Burns was able to choose the crane he wanted to operate. Most times it was Crane 3, one of the original whirly cranes utilized during World War II. "A majority of the time I'd pick that one. I liked it better."

Another original crane he used to operate onsite is now part of the Rosie the Riveter/World War II Home Front National Historical Park in Richmond.

Burns actually set the record on these old cranes for the most buckets unloaded in an hour. Because newer equipment doesn't allow for these contests anymore, Burns' record still remains, as do his memories of a time almost 25 years ago.



# Health issues heat up in summertime

## Ghilotti Construction plays it cool

By Jamie Johnston, associate editor



From left: Ghilotti Construction Equipment Manager Damon Calegari and Gradesetter Gary Rossi watch as Operator Gary Pimentel works on the Whole Foods mixed-use job in Novato. To shield the sun, Rossi wears sunglasses and a device that extends the brim of his hardhat and covers his neck.

### What you can do to prevent heat illness:

- Don't wait until you are thirsty to drink.
- Choose water over sodas and other drinks containing caffeine or sugar.
- Take a cold bath or shower after work.
- Know the symptoms to watch for:
  - ~ Headache
  - ~ Cramping
  - ~ Dizziness
  - ~ Fatigue
  - ~ Blurry vision
  - ~ Confusion

Heat-related illnesses are hot issues for construction workers in the summer.

Working outdoors in the sun, operators are prone to dehydration, heat fatigue and heat stroke. As temperatures continue to rise, California Division of Occupational Safety and Health (Cal-OSHA) cracks down on companies without a heat-illness prevention plan. Any company working outdoors must guarantee access to fresh, cool drinking water and training on how to work safely in the heat.

Ghilotti Construction in Santa Rosa is prepared and takes safety seriously. The company's Equipment Manager/Safety Committee Member Damon Calegari said heat awareness is part of the company's morning tailgate safety meetings. Members and staff discuss the dangers of working in the heat and the signs to look for when overheated.



Operator Mike Barker moves dirt for Ghilotti Construction on the West 8<sup>th</sup> Street project in Santa Rosa. He wears sunglasses to shield the sunlight from his eyes.

The company took inventory of their trucks last month to ensure they were all equipped with cold water and drinking cups. Portable canopies are also available and set up at jobsites that offer little or no shade so workers have a cool place to rest if necessary. Most of the equipment used in the summer have enclosed cabs and air conditioning, which isn't required, but nice.

"All our supervisors know what to look for," Calegari said regarding fatigue from heat. However, operators also need to monitor themselves.

Twelve-year Rohnert Park member Gary Rossi follows this advice. A gradesetter, Rossi usually works outside of equipment. To protect himself from the sun, he typically wears sunglasses and a shade-making device that extends the brim of his hardhat and covers his neck. He also makes sure he drinks a lot of water.

"Drink your fluids. Drink water," he encourages his fellow operators and warns those new to the industry. "But drink *before* you're thirsty, not *when* you're thirsty. If you wait until you're thirsty, you're probably dehydrated."

Self-monitoring is important to Calegari as an injury to an operator is an injury to the company.

"A comfortable operator is going to work better. It's better for them, and it's better for us," he said.

### Calling all contractors:

Do you have a safety tip worth sharing or a job that's been accident-free for many months? Contact *Engineers News* at (916) 993-2047 or [mjessup@oe3.org](mailto:mjessup@oe3.org).

# Members mingle with officers during 2<sup>nd</sup> Annual OE3 Sporting Clays Shoot

Story and photos by Dominique Beilke, art director

On April 25, 70 participants met at Raahauge's Hunting Club in Dunnigan, Calif. for the 2<sup>nd</sup> Annual Operating Engineers Sporting Clays Shoot. Business Manager Russ Burns, President Fred Herschbach, Financial Secretary Dan Reding and Treasurer William Kalani Mahoe joined members and staff for the event.

The shooting field consisted of 15 stations designed for participants at all levels. Because of the number of players, everyone moved at a relaxed pace and enjoyed the competition.

After the shoot, a barbecue lunch was served, complete with all-you-could-eat pulled

pork, cole slaw and baked beans. Awards were then presented to the top three shooters in four divisions. Top Gun Winner John Severs scored a 90, and Duck and Cover Winner (or loser!) Chase Williams scored a 19.

The day ended with an Annie Oakley shoot. Twenty-five participants lined up for a chance to "take out the guy standing next to him" and win the title of top shooter. Burns was one of the last 10 participants standing, but it was 11-year member Brian Casjens who ultimately took the title. A good time was had by all.



Shooter Harvey Brown.



Seven-year member Bob Noren shoots a True Pair at station No. 9.



President Fred Herschbach takes his first shot of the day at station No. 2.



Thirty-year member Greg Tedesco.



Fifteen-year member Rick Zermeno shoots a Report Pair Low-High.



Mike Borges runs the switch for shooter Bryan Camara at station No. 13.



Apprentice Vernon Hubbard.



From right: Redding District Rep. Bran Eubanks, Business Manager Russ Burns and Retiree Ron Hamilton take aim in the Annie Oakley shoot.



From left: Jason Robles and Sammy Baugh IV are all smiles as they head to their next station.



Three-year member and Top Gun Winner John Severs.



Annie Oakley Winner Brian Casjens.



From left: Treasurer William Kalani Mahoe and Financial Secretary Dan Reding participate in the Annie Oakley shoot.



Josh Dougherty waits for his shot at station No. 13.

**REDDING** | Many companies go to work in our area

Work in District 70 is slowly increasing and should improve as federal and state money reach our area. Several jobs continue in our district: **Steve Manning Construction** has the Hwy. 36/44 Susanville and Hyampom Road job. **J.F. Shea Construction** has the Stillwater Business Park, Hwy. 44 Downtown and North Street Anderson. The company will soon start the Buckhorn Sandhouse, Hwy. 299 McArthur and I-5 Hilt overlay. **Sierra Equipment** is in its second year of the Buckhorn Summit job. **Shasta Construction** continues work on two bridge jobs – Thomes Creek I-5 and North Street Anderson. **Kiewit Pacific** and **Golden State Bridge** are also working on the Cypress and Hwy. 44 bridge projects. **Shimmick Construction** is working on a \$7.8 million intake project at the Coleman Fish Hatchery. **Ford Construction** is in its second year of the water-treatment project at High Desert State Prison in Susanville. **Q&D Construction** also has a \$1.7 million bridge project in Susanville. **Tullis Inc.** is doing a curve alignment on Hwy. 299 east and west in Ingot. There will be more projects going to bid as revenue sources surface. We are currently ahead of last year’s dispatches for this time of year! Call the Hall at (530) 222-6093 for more information or details regarding future job prospects in our area.



Member George Van Eperen works for Steve Manning Construction on Hwy. 36/44 near Susanville.

**MORGAN HILL** | Airport job keeps Operating Engineers working



The San Jose International Airport expansion project kept our Operating Engineers busy through the winter and into spring. The sub-grade and paving work will be completed this month; the new Terminal B and parking structure should be completed by next June. Once Terminal B is open, Terminal C will be taken down, and construction will continue on Terminal Lane, keeping our members busy into 2011.

In front of the new terminal, **Granite Construction** has operators doing sub-grade work while other operators are doing underground trench work. Twenty-eight-year member **Glenn Kekahuna** controls the outside-elevator for **Cabrillo Hoist**.

Across from the terminal is the new parking structure that has two **Sheedy Hoist** outside-elevator operators: **Randy Stahr** on the west and **Dave Nelson** on the south. Also working on this project is

**Peninsula Crane and Rigging** Operator **Kelly Carlson**, **Kel Crane** Operator **Ed Pruett**, **Rosendin Electric** Owner/Operator **Ross Jensen** and **J.J. Albanese** Concrete Pump Operator **Eric Gil**. Crane Operator **Justin Bozzo** and Oiler **Scott Fincher** have been manning the Manitowoc M-250 Crane for **Maxim Crane Works**. Maxim helped piece together this pre-fabricated parking structure, which will be eight stories tall and have the capacity to hold 3,500 vehicles when finished.

This year all district picnics have been moved up to avoid the heat. District 90’s is scheduled for Saturday, June 6 at the same location: Christmas Hill Park in Gilroy. The same prices will be collected: \$10 for early birds; \$12 at the park. This year’s menu will include barbecued ball-tip roast, chicken and hot dogs, salad, beans, ice cream, beer and soda. We will have games for the kids as well as other activities. This is an affordable family outing!



Elevator Operator  
Glenn Kekahuna.



Backhoe Operator  
Ross Jensen.



Elevator Operator  
Dave Nelson.



Apprentice Scott  
Fincher.



Concrete Pump  
Operator Eric Gil.



From left: Grade Foreman Chris Silva, GPS Foreman Jeremy Spears, Excavator Operator Rick Salsedo and Granite Construction General Superintendent Richard Morgan.



Crane Operator  
Justin Bozzo.

EUREKA | Mahoe visits PG&E members

Brothers and sisters: Another season is upon us, and with all that is going on in our world today, we need to be thankful for the work we have in our district. The PG&E Power Plant is supplying work for some of our operators via **Ken Wahlund Construction**, which is doing underground work, and **West Coast Contractors**, which is driving pile. **Day Zimmerman** will begin the decommissioning of the old plant. Treasurer **William Kalani Mahoe** paid these members a visit in April.

**Granite Construction** started the Alton Interchange, which should take a couple of years to complete, as well as the overlay from Elk River Bridge to half-mile south of the Van Duzen Bridge. Congratulations to Granite for bidding on the Humboldt State University fire lane for \$12,000, taking the job away from non-union rats.

**Gordon N. Ball Inc.** started the Redcrest Sink project – it will be nice to have two lanes each way again. **Golden State Bridge Inc.** is in full swing on the

replacement of two bridges on Hwy. 101 with **Mercer Fraser** helping with the dirt work. **Mercer Fraser** also has concrete surfacing work on Hwy. 299/East Fork Willow Creek Bridge to Boise Creek Campground. The company was the low

bidder on the job at \$576,245. Our contractors here in the North State are really sharpening their pencils and winning these bids. Good job. Keep up the good work. Have a safe and prosperous season.



Treasurer William Kalani Mahoe, second from left, visits with District 40 members at the PG&E Power Plant.

SACRAMENTO | Tribute honors Unit 12 members

On April 16, our Unit 12 members who have fallen in the line of duty were honored on the west steps of the Capitol in Sacramento. Since 1924, 171 Caltrans members have died on the job. The support for these members was overwhelming. As many people gathered to witness the event, many hearts were touched, many families were consoled and all were relieved to hear that the state of California, the



From left: Sunrise Yard maintenance worker Bill Halterman and landscape worker Jason Dougherty.

Department of Transportation and the International Union of Operating Engineers (IUOE) Unit 12 are working together for more protection on our state's highways.

IUOE Unit 12 Director **George Swift** was one of the guest speakers. He announced that we will be supporting the protection of our members who work on our state's highways by working with Sen. **Rod Wright** on Senate Bill 240, otherwise known as the "Move Over" bill. It is our goal to finally get our brothers and sisters included in this law. We encourage everyone to help support this bill so the lives of our Unit 12 members are more secure now and in the future. Please stay tuned for more information on this bill.



Kyburz Yard lead worker Bob Pence.

Hundreds gather outside the state Capitol for the tribute.

Work in the Sacramento District is starting to look brighter. Once-proposed projects are finally going out to bid. Some projects continue to remain on hold, but it's only temporary, while stimulus money is allocated.

Recently, FCI was awarded the first phase of the Hazel Avenue widening project for \$20.1 million.

**Teichert Construction** landed a cold-plane and surface project above Placerville at a value of more than \$4 million.

**Syblon Reid** has the Auburn Tunnel plug removal for \$755,000.

**Q&D** was the low bidder on drainage systems near Kings Beach at \$3.3 million.

**DeSilva Gates** was awarded the Rubberized Hot Mix Asphalt (HMA) type O overlay for \$1.7 million. In Elk Grove,

**Top Grade Construction** is doing Asphalt Concrete (AC) overlay, and **George Reed** has the Elk Grove Boulevard rehab. Combined, these projects are worth \$2.9 million.

**Argonaut Constructors** from Santa Rosa landed two jobs in Sacramento – the Dixianne Avenue/Green Street improvements worth \$1.05 million and the widening of the overcrossing and revision of eastbound ramps on Harbor Boulevard on Hwy. 50. The company's winning bid was \$13.9 million.

**Teichert Construction** is working on I-80 in Roseville and near Boreal in Truckee. **Granite Construction** began the I-80 Colfax project with **C.C. Myers Inc., R.J. Miles** and **Cooper/Myers**, a joint venture. **Nehemiah Construction, Inc.** is full bore on the High-Occupancy Vehicle (HOV) lanes in El Dorado Hills.

We at the Sacramento District wish you and your families a safe and prosperous summer. For those who have yet to visit our new office at 3920 Lennane Drive, please come by and take a tour.





Steve Harris works for Gemma.

District 60 is getting recalls and dispatches earlier than last year. Our job board in the lobby is filling up with projects pending and awarded bids.

We currently have four major highway projects – two awarded and two pending. We have \$4 million pending in Gridley and a \$14 million shovel-ready Federal Stimulus project pending on Hwy. 99 about eight miles north of Gridley. The widening of Hwy. 70 at Ophir Road in Oroville is also pending. DeSilva Gates is back at Hwy. 70 in Nicolaus with paving and dirt crews, while the company’s subcontractor, MCM, is in full swing with a \$33 million Tudor job next in line.

We are also looking at numerous overlay projects and street rehabs in Chico, Yuba City and Marysville totaling more than \$10 million.

Lorang Brothers and Syblon Reid started a \$2 million pump station and finished the Yuba Wheatland Canal. Mountain Cascade won a \$1.5 million bid for an irrigation project in Sutter County.

Teichert is back at Starbend finishing work from last year at the setback levee in Yuba County, and it looks like the company will be awarded more levee work in south Sutter County.

This year is starting out much better than last year, and we hope this trend continues into the 2010-2011 season. For

current updates, stop by the Hall at 468 Century Park Drive and check out our job board. Dispatcher **Danny Roles** works hard to update this board each Tuesday.

For those of you on the out-of-work list, make sure to keep your registration updated before your 84-day expiration date hits and you fall off the list.



Member Steve Rodgers works in Nicolaus.

FRESNO | Longtime Local 3 member says he’d ‘do anything for the union’

During this slow economy, active members can count on the retirees to be in their corner and offer as much support as they can. Retiree **Joe Barille** stated, “I would do anything for the union. It is the best thing for me and my family.” He says he regrets not getting more involved during his active years and is making up for it now. He encourages all members to take part in what will benefit them in the long run. When speaking of the members, he says with a smile, “As long as they’re in business, I’m in business.”

A 47-year retired member of Local 3 told his 10-year-member grandson to pay his dues before he eats. This may seem extreme, but this shows the passion and pride retirees have of their union.



From left: 50-year member Alva Holford, 68-year member Harry Smith, 55-year member Mel Armstrong, Vice President Carl Goff and 48-year member Jerry Bennett.

Times have been tough, but there is light at the end of the tunnel, and **Emmett’s Excavation** is seeing it while performing work at the Industrial Park improvements project in Parlier. In addition to this project, the company was awarded the Bardsley Avenue and Well Site improvements project in Visalia. **Teichert Construction** will soon be working on improvements at the intersection of Marks and Weber in Fresno. The company will be widening California Avenue from West to Fruit and installing water-meter boxes for the city of Fresno. In the north part of the district, **Granite Construction Company** is working on cold plane Asphalt Concrete (AC) pavement in Los Banos.



From left: David Walsh, Jason Daniels, Frank Rocha and Filogonio Lopez work for Emmett’s Excavation.

Now more than ever, members need to pay close attention to their status on the out-of-work list, and keep all contact information current. Members’ registration for the A and B lists are valid for 84 days. (Do we sound like a broken record yet?) The registration for the C list is only valid for the current calendar month. Members can lose their standing if their registration expires and will have to re-register. Also, be certain to have a proper dispatch *before* reporting to work.

Mark your calendars for the upcoming district meeting scheduled for Thursday, June 4 at the Clovis Memorial Building. The meeting starts at 7 p.m. Not only is the weather firing up, but so is the barbecue. The Hall is open until 8 p.m. on Wednesday nights, so we invite everyone to join us there at 4856 North Cedar for summertime hamburgers and beverages. Both the district meetings and late nights are the perfect time to see some old faces and meet new people as well.

Knowledge is power, and you will have the opportunity to learn about Local 3, its benefits and its members at the New Member Orientation (NMO) scheduled for Wednesday, June 10. This meeting is not just for new members; *all* members can benefit from this informational meeting.

Local 3 members are the most efficient, qualified and safest operators in the industry, on and off the equipment. Keep up the good work.



Retiree Gary Holland shows off the OE3 sticker on his bike.

**HAWAII** | Food basket program helping our unemployed members

Members **Lionel Cravalho Jr.**, **Eugene Clark Jr.**, **Glenn “Aika” Gushiken** and **Scott Williamson** are working on the removal and replacement of 42-inch Reinforced Concrete Pipe (RCP) with 60-inch RCP and Drain Manholes (DMHs) about 272 lineal feet and 12 to 17 feet deep along Kaohu Street for **Diversified Machinery, Inc.** This project is part of the Wailuku Project District Offsite Drainage Improvements and is contracted



by **Kehalani Mauka LLC**. The project superintendent is **Eugene Clark**, and the project manager is **Aaron Ringstad**.

Our thanks go out to Hawaii Operating Engineers Industry Stabilization Fund (HOEISF) Rep. **Myles Miyasato** and Business Rep. **Michael Akau** for their dedication and devotion to our unemployed members. Miyasato and Akau have been working together with the AFL-CIO committee in Hawaii distributing food from the United Way Food Basket program to our members on the out-of-work list. We have seen great appreciation from our members and their families.

Food donations are based on the size of a member’s family and include canned goods, cereal, fresh fruit, ramen and juice as well as other items. Members on the Big Island can sign up for this program if they are currently unemployed. Applications are available at the District 17 Hilo office at 100 West Lanikaula St. For more information about this program, feel free to contact the Hall at (808) 935-8709.



Members **Aika Gushiken** and **Scott Williamson** work for **Diversified Machinery, Inc.**

From left: Members **Lionel Cravalho Jr.**, project Superintendent **Eugene Clark Jr.** and **Norman Souza** work on the Wailuku Project District Offsite Drainage Improvements on Kaohu Street.

**STOCKTON** | Work season starts strong

Work is picking up in District 30. The \$80 million Telsa Portal in Tracy is getting started. **PCL Civil Constructors** from Tempe, Ariz. is the general contractor on the site; **Teichert Construction**, **Rosendin Electric** and **W.C. Maloney** are a few of the subcontractors. This job will be performed under a Project Labor Agreement (PLA), meaning it will use all union workers. This is just the start of more than \$400 million worth of work to be done for the San Francisco Public Utilities Commission (SFPUC) Hetch Hetchy project. A \$3 million project that went to bid in May will be coming to Stanislaus County in the near future. There will be more projects coming up in Tuolumne, Stanislaus and San Joaquin counties as well. This is much-needed work for our members.

**A.M. Stephens** is keeping operators busy with several projects in the area. The company is working on the Golden Valley Road extension and the Chevron Data Processing Center in Lathrop; the Stockton Marina; and Lodi Lake. **D.A. Wood** recently picked up a project on Arch Road installing about 3,700 feet of sewer main. **Knife River** has the first phase of Air Park 599 in Stockton and the second phase of the Louise Avenue widening in Lathrop. **Mid State Steel Erectors** is finishing a portion of Gregori High School in Salida. **George Reed** is still working on several projects in Modesto.



An **A.M. Stephens** crew at the Chevron Data Processing Center in Lathrop includes, from left: **Kyle Crow**, **John Edwards**, **Greg Soares** and **Albert Ortiz**.

For our out-of-work members, make sure your phone number is current. Don’t fall off the out-of-work list. Renew your registration before your 84 days are up. All it takes is a phone call to Dispatcher **Tim Grimes** at (209) 943-2332.

Also, don’t forget about our next district meeting on June 12 at the Italian Athletic Club, 3541 Cherry Land Drive in Stockton. See you there. Work safe.



**Mid State Steel** Operator **Bryan Gatschet** and Oiler **Vince Roseberry** pick up a more-than-30,000-pound truss for the Gregori High School gym in Salida.

**ROHNERT PARK |** Public-works projects underway throughout district

Last year marked the 25<sup>th</sup> anniversary of the completion of Warm Springs Dam/Lake Sonoma. This was the largest public-works project in Sonoma County and supplies much of Sonoma and northern Marin County with water. The dam was built by **Auburn Constructors**, a joint venture. Retiree **Dave Harmeson** would like to hear from members who worked on the project. He is a member of Friends of Lake Sonoma, a non-profit group that supports the visitor center at the dam. Members can contact him at (707) 481-4448.

The work picture for District 10 is improving with public-works projects throughout the district.

**Argonaut Construction** has the Hwy. 20 realignment in Lake County near the Colusa County line with the final lift of open grade Asphalt Concrete (AC) left to do. Argonaut is also on Hwy. 20 west of Nice. This job involves shoulder widening and AC overlay. The company is also working in Lakeport; on a street rehab in Fort Bragg; on an overlay project in Rohnert Park; and on a slide-repair project on Sonoma Mountain that involves placing shredded rubber tires as backfill material.

**Ghilotti Construction** continues to work at the City Center Park in Rohnert Park and on the West 8<sup>th</sup> Street Sewer/Water Line

job in Santa Rosa. Ghilotti is set to start the \$2.55 million Hwy. 12 overlay soon between Santa Rosa Creek and Oakmont.

**Ghilotti Brothers** is ready to begin on the Hwy. 101/Wilfred Avenue interchange project in Rohnert Park. Utilities have been moved. The job involves a new overpass and freeway widening.

**Terracon Construction** has the Steele Lane water/sewer improvements job in Santa Rosa.

**O.C. Jones** is finally moving dirt on the Hwy. 101 widening between Santa Rosa and Windsor and continues to work on the artificial turf baseball field at Santa Rosa Junior College.

**Team Ghilotti** has the Andrieux Street overlay in Sonoma and the sewer/water improvement project on Washington Street in Petaluma.

**Northbay Construction** is working in Boyes Hot Springs on a street and sidewalk improvement project. Northbay was the low bidder on the Washington Street overlay in Petaluma and Hwy. 1 slide-repair in Mendocino. Northbay also has a concrete-slab replacement project on Gravenstein Highway and a slide-repair on River Road in Sonoma County.

The city of Santa Rosa is ready to let the Stony Point Road/Sebastopol Road intersection project.



Warm Springs Dam/Lake Sonoma

**UTAH |** Utah County's bridge project is a first for the United States

Many of last year's projects are wrapping up, but there are a lot of state and federal projects on the horizon, and our signatory contractors are bidding and picking up projects. Bidding is getting tighter, but with your skills and dedication, we are confident that our contractors will compete and prevail in this current bidding war.

The Utah District staff extends a special thanks to all the Voice of the Engineer (VOTE) members for their help on Capitol Hill. Because of their efforts, starting in July, employers must meet a new health-care incentive to bid on most state-funded projects. This will help level the bidding field for our signatory contractors.

Remember, this year is a contract year for many of you, so be sure to attend all scheduled meetings and talk with your fellow Operating Engineers, union stewards and business representatives with any questions or concerns you have. This is *your* union. Be sure you are an active partner in it, as *your* voice is *our* voice, and together we can and will make a difference. Be safe, and see you all at the meetings.

One project we want to recognize is the Pioneer Crossing project, which has members working with **Kiewit/Clyde**. It is the first major east-west connector project constructed in Utah County. This project will connect at Redwood Road on the west side of the valley and

at I-15 American Fork Main Street Exit on the east side. The road will consist of five lanes with a one-of-a-kind bridge and intersection that have never been used in the United States. This bridge is designed to optimize traffic flow on and off the freeway with only one traffic light at each end of the bridge. The project is more than six miles long. At its peak, the project will employ about 70 Operating Engineers. It should open in November.



This is a conceptual drawing of the bridge and intersection being built at Main Street and I-15 on the Pioneer Crossing project.



Sam McCurdy moves material to build an access road on the Pioneer Crossing project.



Danny Udy brings in waddle on the Pioneer Crossing project.



Loader Operator Jon Haymond on the Pioneer Crossing project.

**FAIRFIELD** | Operator earns place on Teamsters' Wall of Fame

We have various projects going on in Napa County. **American Civil Constructors** and **Keith J. Gale General Engineering** continue working on the First Street Bridge in Napa. This project has kept members busy since last fall and is due for completion in August. **Kiewit Construction** is planning a late start this year, working on projects from flood control to wine-train trestles. The company's first project is off First Street and McKinstry and will begin as soon as the First Street Bridge job is complete. **Argonaut Constructors** picked up a flood

control project in St. Helena, which began in May. **North Bay Construction** will start two shifts on Hwy. 121 west of Duhiq Road, realigning curves and widening shoulders. Crews will be hard at work trying to beat the annual grape harvest. Upcoming projects in Solano County include the Verizon building going in across the street from the Fairfield Hall, a project that was sent back to the planning stages last summer. According to **Rudolph & Sletten**, the company is scheduled to break ground sometime this fall. The Shiloh III Wind

Farm project is in the permit stage. This project includes installing three-megawatt windmills, which are quite a bit larger than the previous two-megawatt turbines at Shiloh II. Work on this project is not likely to begin before next February.

Congratulations go to Journey-level Operator **Marcel Robinson** for securing a place on the Teamsters' Wall of Fame. Robinson has made good use of his time off by taking advantage of all that the Rancho Murieta Training Center (RMTTC) has to offer. He earned his Class



Marcel Robinson shows off his interim Commercial Driver License (CDL).

A license through the RMTTC/ Teamster training and testing partnership. Robinson scored higher than any of the other students in the class (including the Teamsters) and earned a place on their Wall of Fame.

**NEVADA** | Work strong in Elko area

The work picture started off fairly well but flattened recently because of permits and other unforeseen issues. Projects are advertised, yet construction is not beginning as soon as we'd like. At least seven areas of I-80 will be under construction as soon as permits are in place – not good for vacationers but good for workers. **Granite Construction**, **Sierra Nevada Construction**, **Q&D Construction**, **Road and Highway Builders**, **Valentine Surfacing** and **Rees Enterprises** are participating on these projects. The private market has yet to bounce back from the economic downturn, but on a positive note, work in the Elko area is strong. Overall, the picture has improved from last year. The hours reported this year are higher than last year's. Hopefully that trend can continue.



Reno Ace Josh Hester is up to bat with the bases loaded in a game against the Salt Lake City Bees at the Aces' new field in Nevada. Hester hit Reno's first grand slam.

Recently, new allocations were voted on for the Private, Rock, Sand and Gravel, Concrete Pump and Truck Crane Rental master agreements. After allocating monies needed to maintain health and welfare, retirees' health and welfare and supplemental dues, the members voted to place the remaining money on wages. We would like to thank the members of the negotiating committee who counted the ballots as well as those who voted. We would also like to thank our members who took the time to travel to Carson City to show support for the political issues affecting work in Northern Nevada. Assembly Bill 195, which raises the prevailing wage floor, probably won't make it out of committee. Thanks to those who opposed it. Also, at the time of this writing, Senate Bill 201, which would increase funding for roads in Washoe County, was still getting positive feedback. Hopefully that support will override the possible veto from our very unsupportive governor.

The International Union of Operating Engineers (IUOE) Pipeline Training was held at our training site in Wadsworth. Another pipeline training class is proposed for January 2010. We encourage everyone to contact your respective training site for more information on upgrade training. The Ruby Pipeline is scheduled to run through Northern Nevada in July 2010, and we would like to have as many members ready as possible.

On April 15, the Reno Hall held a meeting to view the DVD presentation of the March 29 Semi-Annual Meeting. Members unable to attend the event in California enjoyed a delicious dinner of lasagna, spaghetti, green salad, breadsticks, cookies and refreshments. **Dylan Gallagher** and **Mitch Gallagher** won Best Buy gift certificates.

*From Elko*

Work has picked up in the Elko area. **Sierra Nevada Construction** started the Pumpnickel job on I-80 west of Battle Mountain, and **Frehner Construction** started the Argenta job on I-80. **Road and Highway Builders** is finishing the Pequops job on I-80. **N.A. Degerstrom, Inc.** is doing contract

mining at the Rossi Mine and waiting on permits for another project at Rossi. **N.A. Degerstrom, Inc.** is also doing contract mining at Hycroft Mine near Winnemucca. **Ames Construction** is working on the county road relocation project on Barrick Cortez Hill and sitework at the mine. **Canyon Construction** is working on a leach pad at the Newmont Phoenix Mine.

If you have any questions about work in the Elko area, please call Business Rep. **Allen Strong** at the Elko office at (775) 753-8761 or (775) 544-4343.

*Apprenticeship Spotlight*

This month's Apprenticeship Spotlight highlights **Dan Cozad**, a fourth-step apprentice in the grading and paving program. Cozad currently works for **Reno Tahoe Construction** and was recently recognized by Truckee Meadows Community College as apprentice of the year.



Fourth-step Apprentice Dan Cozad works for Reno Tahoe Construction.

**BURLINGAME | Left Coast Lifter lifts off**

On the San Francisco-Oakland Bay Bridge, the newly arrived Left Coast Lifter barge crane is already at work unloading a ship laden with pre-fabricated sections of the new span for the Bay Bridge. The large sections were pre-fabbed in China and shipped in. The Left Coast Lifter will also be placing the span's sections. It is impressive to see in action. Look for the Lifter looming around the eastern span of the bridge for the next few years.

In San Francisco, the Hetch Hetchy Project Labor Agreement (PLA) continues to let out work. **KJ Woods** was awarded the \$5 million Noe Valley Transmission Main. Woods will also be using signatory sub-contractors **Euro-Tech Construction** and **Esquivel Grading and Paving**. San Francisco has dozens of small road, curb and gutter projects around the city that can be difficult to spot. If you are working on a project in San Francisco and have not seen a business agent for a while, please call the Hall at (650) 652-7969, and let us know where you are. One- and two-day projects also need to be visited.

The Burlingame and Rohnert Park districts are trying to get **Dutra Materials'** state-of-the-art Haystack Landing Asphalt and Recycling Plant built in Petaluma and Sonoma County. The plant is a multi-million-dollar project that would be built and run by Operating Engineers. The plant would supply asphalt for more than \$10 million worth of infrastructure building and maintenance work in the North Bay. It will be one of the cleanest operating plants in California. The project still has to be approved by the Sonoma County Board of Supervisors. Local 3 is contacting members to come out in support of the project and get it moving. Help us support good union jobs.

The official groundbreaking and ribbon-cutting for the Crystal Springs Bypass Tunnel occurred on April 16. The \$56 million job was awarded to **Shank/Balfour Beatty**, a joint venture. Subcontractor **JMB Construction** from South San Francisco has the valve upgrades, and **West Valley Construction** has the street upgrades. This portion of the work has gone extremely well. We look forward to sending many operators to this project.

Work by **Kiewit Pacific** is second to none at the Devil's Slide/Hwy. 1 tunnel project. Kiewit is on schedule and below budget.

The tunnel already has a new ventilation system circulating fresh air, which makes a safe working environment for operators.

At a first-of-its-kind contractors fair in Redwood City, the San Francisco Public Utilities Commission (SFPUC) educated contractors on the billions of dollars of work coming down the pike for the Hetch Hetchy Water System Improvement Program. The event brought together unions, contractors and the SFPUC, opening doors to relationships that will help our industry.



*The Left Coast Lifter at the Bay Bridge.*

*Heavy Duty Repair (HDR) Mechanic Gene Pratt in front of one of the Left Coast Lifter's blocks at the San Francisco-Oakland Bay Bridge.*



***'Ray looked for the best in others and gave the best he had.'***

All will miss **Raymond Parres Sr.**, a proud 50-year member of Local 3. Ray spent time in the union as an oiler, equipment operator and business agent. He was an active union man his entire life and attended every union meeting and picnic he could. Ray is survived by his wife Pauline and sons Mike, Ray Jr. and Brad. Ray's legacy in Local 3 will continue through members **Ray Parres Jr.** and District 01

Executive Board member **Brad Parres**. Family is asking that donations be made in **Ray Parres'** name to the Operating Engineers Scholarship Fund. Checks can be mailed to the District 01 Hall at 828 Mahler Road, Ste. B, Burlingame, CA, 94010.

*Dearly departed Ray Parres and Executive Board member Brad Parres.*



# 2009 picnic season

Gear up your families and your appetite for the rest of this year's district picnic events.

Listed below is the schedule for 2009:

- Nevada District 11: Saturday, June 6
- Morgan Hill District 90: Saturday, June 6
- Hawaii District 17 (Honolulu): Sunday, June 7
- Yuba City District 60: Sunday, June 7
- Hawaii District 17 (Maui): Saturday, June 13
- Burlingame District 01: Sunday, June 14
- Oakland District 20: Sunday, June 28
- Redding District 70: Saturday, July 11

## District 11: Nevada

Saturday, June 6, noon – 3:30 p.m.

Lazy 5 Regional Park

7100 Pyramid Highway, Sparks, Nev.

Menu: Pulled pork, barbecue chicken, barbecue beans, pasta, green salad, ice cream, rolls and beverages

Cost: Retirees – free; children under 5 – free; adults – \$10; family of four – \$25

Other Information: Clown for the kids, games, face-painting, balloons and raffle prizes

## District 90: Morgan Hill

Saturday, June 6, 11 a.m. – 3 p.m.

Christmas Hill Park

7050 Miller Ave., Gilroy, Calif.

Menu: Ball-tip roast, chicken, beans, salad, ice cream, cotton candy, sno-cones, water, soda and beer

Cost: Retirees – free; children under 12 – free; adults – \$10 in advance, \$12 at the door

Other Information: Games, bounce house, kids' construction play zone and raffle prizes

## District 17: Honolulu\*

Sunday, June 7

\*For details, contact the Honolulu office at (808) 845-7871.

## District 60: Yuba City

Sunday, June 7, 11 a.m. – 3 p.m.

Butte County Fairgrounds

199 East Hazel St., Gridley, Calif.

Menu: Ribs, chicken and homemade ice cream

Cost: Retirees – \$5; children under 10 – free; adults – \$10

## District 17: Maui\*

Saturday, June 13

\*For details, contact the Maui office at (808) 871-1193.

## District 01: Burlingame

Sunday, June 14, 11 a.m. – 3 p.m.

Coyote Point Recreation Area – eucalyptus picnic areas three and four

1701 Coyote Point Drive, San Mateo, Calif.

Menu: Tri-tip, salad, hotdogs, beans, cake, soda and beer

Cost: Retirees – free; children under 12 – free; adults – \$10

Other Information: Lunch served at noon. Astro jump and raffle prizes. Must present ticket at door. Parking at gate is \$5 per car.

## District 20: Oakland

Sunday, June 28, 11 a.m. – 3 p.m.

Kennedy Grove Park – Frenchman's Curve

6531 San Pablo Dam Road, El Sobrante, Calif.

Menu: Tri-tip, chicken, corn-on-the-cob, Caesar salad, beans, garlic bread, watermelon, desserts, beer, wine, sodas and water

Cost: Retirees – free; children under 12 – free; adults – \$10 in advance, \$12 at the door

Other Information: \$5 parking per car; \$2 dog fee charged at gate. Bounce house, piñata and cotton candy for the kids. Bring your gear for our baseball game. Horseshoes and raffle prizes. Park Web site: [ebparks.org/parks/kennedy](http://ebparks.org/parks/kennedy).

## District 70: Redding

Saturday, July 11, 11 a.m. – 2 p.m.

Anderson River Park, 2800 Rupert Road, Anderson, Calif.

Menu: Pit-roasted beef, cross-rib roast, green salad, barbecue beans, bread, fruit, ice cream and beverages

Cost: Retirees – \$6; children under 12 – free; adults – \$10

Other Information: Entertainment will include raffle, dancing and games for the kids



## What are your call letters?

### Engineers News calls for amateur radio operators

Do you “ham” it up in your spare time? Beyond equipment operator, do you also have the title amateur radio operator?

Amateur radio, or “ham” radio, is both a hobby and a service in which operators, or “hams,” use various types of radio communications equipment to communicate with each other for public service, recreation and self-training. They enjoy personal and sometimes worldwide wireless communications as a hobby but are also used as part of disaster communications when other forms of communication are compromised. They do this voluntarily and are an incredible aid to their communities.

A popular OE3 retiree, Harold Puckeylow, is one of many avid amateur radio operators and is also a member of the Quarter Century Wireless Association (QCWA). Puckeylow brought to our attention that many OE3 members may be ham radio operators or may be interested in getting started. We'd like to hear your story. Please contact Managing Editor Mandy Jessup at

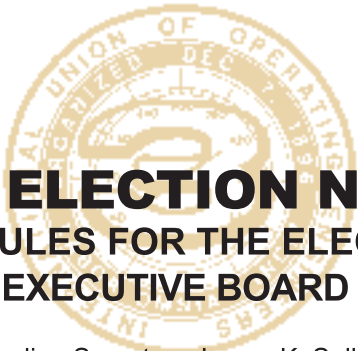
(916) 993-2047, or e-mail: [mjessup@oe3.org](mailto:mjessup@oe3.org), if you are interested in getting involved, have a story to share or want to know others who are involved. We plan on running a story about your stories in the future.



Retiree Harold Puckeylow, far left, stands with other union members as part of QCWA, an amateur radio association.

JUNE 2009

- 1st District 04: Suisun City
Veterans' Memorial Building
427 Main St.
- 2nd District 01: Burlingame
Transport Workers' Union
1521 Rollins Road
- 2nd District 11: Reno
Operating Engineers' Building
1290 Corporate Blvd.
- 2nd District 20: Martinez
Plumbers Local 159
1304 Roman Way
- 3rd District 10: Rohnert Park
Operating Engineers' Building
6225 State Farm Drive
- 3rd District 12: Salt Lake City
Hilton Salt Lake City Airport
5151 Wiley Post Way
- 3rd District 90: Morgan Hill
Operating Engineers' Building
325 Digital Drive
- 4th District 30: Stockton
Italian Athletic Club
3541 Cherry Land Drive
- 4th District 50: Clovis
Veterans' Memorial Building
453 Hughes Ave.
- 4th District 80: Sacramento
Operating Engineers' Building
3920 Lennane Drive
- 5th District 40: Eureka
Best Western Bayshore Inn
3500 Broadway
- 5th District 60: Marysville
Marysville Joint Unified School District
Boardroom
1919 B. St.
- 5th District 70: Redding
Operating Engineers' Building
20308 Engineers Lane
- 8th District 17: Honolulu
Kapolei High School Cafeteria
91-5007 Kapolei Parkway
Kapolei
- 9th District 17: Kauai
Hilton Kauai Beach Resort
4331 Kauai Beach Drive
Lihue
- 10th District 17: Hilo
Hilo ILWU Hall
100 W. Lanikaula St.
- 11th District 17: Kona
King Kamehameha Kona Beach Hotel
75-5660 Palani Road
- 12th District 17: Maui
Maui Arts and Community Center
One Cameron Way
Kahului



OFFICIAL ELECTION NOTICE:
NOMINATION RULES FOR THE ELECTION OF
OFFICERS AND EXECUTIVE BOARD MEMBERS

Recording-Corresponding Secretary James K. Sullivan, 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(j)

Eligibility of Members to Nominate: Every member of the Parent Local Union and its subdivisions, except Subdivision R (registered apprentices) and except for owner-operators of an entity that employs Operating Engineers, 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 the last four digits of each nominator's Social Security number and registration number in the following form:

NOMINATION FORM

Nominations shall be in writing in the following form and shall be delivered by the nominator to the Nomination Committee at the meeting on instructions of the presiding officer.

We hereby nominate \_\_\_\_\_,
Registration No. \_\_\_\_\_ Social Security No. XXX-XX-\_\_\_\_\_
(last four digits only)
For \_\_\_\_\_
(Insert Office or Position)

Table with 3 columns: Signature, Social Security No. (last 4 digits), Registration No.
Rows 1-3 for signature lines.

NUMBER OF NOMINATORS REQUIRED

Article XII, Elections, Section 1(a)(b)

The minimum number of nominators required is 200 for a candidate for office.

Article XII, Election, Section 1(c)

The minimum number of eligible nominators required for District Member of the Executive Board is five members from the District.

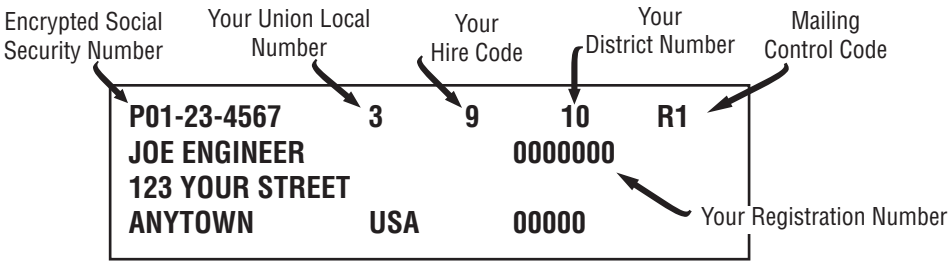
NOMINATION MEETINGS FOR THE 2009 ELECTION OF
OFFICERS AND EXECUTIVE BOARD MEMBERS

See the schedule at left for the location of the regular District Meetings where nominations will be made:

ALL MEETINGS WILL CONVENE AT 7 P.M.

Vote right: Check your mailing label for your registration number

In 1997, the Local 3 Election Committee voted to add members' registration numbers to the address labels for *Engineers News*. Having the member registration number on the *Engineers News* label makes it easier for you to properly fill out and return the election ballot with the correct information.



Operating Engineers Local Union No. 3  
70th Anniversary  
Commemorative Edition Final Deadline



Features:

- Hard Cover
- 11” x 8½”
- Approx. 176 Pages
- Quality Printing-Binding
- Choose Standard, Leather, or Executive Edition
- Personalization Available

The 70th Anniversary history book is well underway. Thanks to all of you who submitted photographs and other memorabilia for the project. The book is being remitted for production the last week of May. Based on this schedule the book is slated for release in time for the holidays of 2009.

One final opportunity is being offered to purchase the commemorative edition of the book at the discounted pre-sale price. Only orders placed before June 15th will have the “Commemorative Edition” wording on the cover and the choice between three editions.

The standard edition features a full-color cover. The leather edition features a leather cover with flat foil stamping. The executive edition features the leather cover, gold leafing on the page edges and a ribbon marker. Each edition comes with a full color, high-gloss dust jacket.

In addition, for a nominal charge, you can have your book personalized with a name stamping on the cover, but only through June 15th. Don’t delay, order now!

Cover image shown is subject to change before final publication.



NOTICE

Due to the timeline of the election of Officers and Executive Board members, the July *Engineers News* may be delayed.

Congratulations  
Semi-Annual raffle winners



From left: President Fred Herschbach, District 90 raffle winner Glenn N. Kekahuna and Business Manager Russ Burns. Not pictured District 30’s Gurdaur Singh.

Service pins

In honor and remembrance of years of service in Local 3, service pins are available to members with 25 or more years of membership. These pins come in five-year increments from 25 through 70 years of service. Please contact your district office to receive your pins. Some pin photos are available for viewing in an online gallery at oe3.org.

Correction

Marques Pipeline was incorrectly identified in the April edition of *Engineers News*.

OPERATING ENGINEERS LOCAL 3 70TH ANNIVERSARY BOOK ORDER FORM

70TH ANNIVERSARY BOOK	Qty	Price	Total
Deluxe Executive Edition		\$79.95	
Deluxe Leather Edition		\$64.95	
Deluxe Standard Edition		\$37.50	
Postage and Handling: \$6.50 for the first book, \$4.00 for each additional book		\$6.50/ \$4.00	
SUBTOTAL			
7% Sales Tax (IN residents only multiply subtotal by 0.07 to calculate sales tax)	7% Tax		
*Name Stamping - \$6.00 per book		\$6.00	
TOTAL			

Name(s) to be Stamped (Limited to 24 characters/spaces per book)

Name for Bk # 1 ☐ Executive Edition ☐ Leather Edition ☐ Standard Edition

Name for Bk # 2 ☐ Executive Edition ☐ Leather Edition ☐ Standard Edition

For Office Use Only

Ck#      Amount      Emboss Code      Book#s      BR ☐ RV ☐ SH ☐

Make checks payable to:

Operating Engineers History Book      c/o M.T. Publishing Company  
P.O. Box 6802  
Evansville, IN 47719

For credit card orders only visit [www.mtpublishing.com](http://www.mtpublishing.com) or call 1-888-263-4702

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Credit Card # (include 4-digit # for MC)      Exp. Date

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City      State      Zip

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Telephone      E-mail

Send order form and payment to:

Operating Engineers Local 3 History Book  
c/o M.T. Publishing Company  
P.O. Box 6802  
Evansville, IN 47719

— FINAL DEADLINE FOR BOOK ORDERS IS JUNE 15, 2009 —

Honorary Membership

The following retirees have 35 or more years of membership in Local 3 as of April and have been determined eligible for Honorary Membership effective July 1.

Ray Arfsten	1225987	District 10: Rohnert Park
Mike E. Doane	1566816	District 80: Sacramento
Rickie Duncan	1588944	District 12: Utah
Calvin Fergerstrom	1566929	District 17: Hawaii
Theodore Jamison	0859731	District 30: Stockton
Donald Smith	2019529	District 80: Sacramento
Richard Taniguchi	1532613	District 99: Out of Area
Joe Wendt	1590861	District 01: Burlingame



CONGRATULATIONS TO THE LOCAL 3 ELECTION COMMITTEE

The nominated members of Local 3’s Election Committee means business. They recently had a meeting at Alameda Headquarters May 6.



The Local 3 Election Committee: Front row, from left: Bill Burns (District 40), Myron Pederson (District 20), Larry Braden (District 50) and Ephraim “Sonny” Bergau Jr.(District 17). Back row, from left: Leo Cummins (District 01), Tacho Zavala (District 30), Chuck Wright III (District 11), Gary Morthole (District 80), Kevin Brown (District 90), Jack Short (District 04), Ken Bettis (District 60), Virgil Blair (District 12) and Ken Green (District 70). Not pictured: Brad Faria (District 10).

<b>DEPARTED MEMBERS</b>	Jensen, Duane West Sacramento, CA District 80 02-14-09	Moore, Gregory Stockton, CA District 30 03-25-09	Shaw, Charles Fair Oaks, CA District 80 02-13-09	Blackwell, June. Wife of Blackwell, George Jr. (dec) 02-21-09	Lowry, Janice. Wife of Lowry, Frank 02-01-09	Schiedel, Mary. Wife of Schiedel, Joseph (dec) 03-21-09
Adams, Darrell Kingman, AZ District 99 03-01-09	Kamiya, Paul Kaneohe, HI District 17 02-07-09	Mortensen, Monte Spokane, WA District 99 03-03-09	Smith, Ray Delta, UT District 12 03-06-09	Crosser, Lucille. Wife of Crosser, Richard (dec) 03-03-09	Manning, Annie. Wife of Manning, Marven (dec) 03-12-09	Selvage, Helen. Wife of Selvage, Walter (dec) 02-26-09
Armstrong, Don Astoria, OR District 99 02-18-09	Kuamoo, John Waianae, HI District 17 03-04-09	Murakami, Satoru Stockton, CA District 30 03-17-08	Songer, George Bixby, OK District 99 02-07-09	Day, Rita. Wife of Day, Robert (dec) 03-29-09	Marshall, Barbara. Wife of Marshall, Robert 03-01-09	Skinner, Blanche. Wife of Skinner, Billy (dec) 03-09-09
Bell, Timothy Eagle Point, OR District 99 02-14-09	Lindsey, Charles Jr. Waianae, HI District 17 01-18-09	Nickeson, Delmar Spring Creek, NV District 11 03-03-09	Torgelson, Clarence Santa Rosa, CA District 10 02-22-09	Denevi, Mary. Wife of Denevi, Angelo (dec) 03-24-09	May, Janet. Wife of May, Clyde (dec) 04-01-09	Stokes, Marilyn. Wife of Stokes, Wayne (dec) 03-11-09
Biggs, Leroy Visalia, CA District 50 02-25-09	Lippincott, Thiel Paradise, CA District 60 02-10-09	Paahana, Roy Keaau, HI District 17 02-12-09	Villa, Arcadia Honolulu, HI District 17 02-22-09	Dryden, Patsy. Wife of Dryden, Virgle 02-13-09	Murphy, Martha. Wife of Murphy, Larry 03-06-09	Strawn, Lavada. Wife of Strawn, James (dec) 03-01-09
Carrier, Morrice Billings, MT District 99 03-04-09	Martinez, Jesus Sacramento, CA District 80 03-09-09	Reed, Z Auburn, CA District 80 01-19-09	Vogt, Vergil Oak Run, CA District 70 02-06-09	Flansburg Cathy. Wife of Flansburg, Roger 03-12-09	Naylor, Ella. Wife of Naylor, Marvin (dec) 03-09-09	Tatomer, Karen. Wife of Tatomer, James 03-26-09
Charbonneau, Edward Marysville, CA District 60 12-28-08	McDonald, Norman Orem, UT District 12 03-22-09	Richardson, Jay Corning, CA District 70 02-16-09	Watkins, William Crescent City, CA District 40 01-29-09	Garland, Freda. Wife of Garland, Robert (dec) 03-29-09	Negovan, Katherine. Wife of Negovan, John (dec) 03-30-09	Turnbaugh, Virginia. Wife of Skougard, Dare (dec) 03-19-09
Fennie, Jerald Richmond, CA District 20 02-24-09	Mecham, Leo Salem, UT District 12 03-24-09	Ricketts, Lex Citrus Heights, CA District 80 03-22-09	<b>DECEASED DEPENDENTS</b>	Goodwin, Dorothy. Wife of Goodwin, Richard 02-22-09	Nelson, Gayle. Wife of Nelson, Steve (dec) 03-05-09	Uchino, Betty. Wife of Uchino, Ronald (dec) 04-01-09
Ferguson, Jerome Beverly Hills, FL District 99 02-21-09	Miller, Marvin Vacaville, CA District 04 03-02-09	Rife, Theodor Jr. Chico, CA District 60 06-11-97	Aidnik, Loretta. Wife of Aidnik, Frank (dec) 03-10-08	Gregory, Melissa. Wife of Gregory, Alan 02-24-09	Nichols, Dorothy. Wife of Nichols, John (dec) 03-04-09	Willett, Eva. Wife of Mooney, Paul (dec) 03-01-09
Fullmer, Norman Truth Or Consequences, NM District 99 02-13-09	Moniz, John Ewa Beach, HI District 17 03-23-09	Rowan, Robert Novato, CA District 01 02-25-09	Beckham, Pauline. Wife of Beckham, Wayne (dec) 12-22-08	Hanson, Patricia. Wife of Hanson, James (dec) 02-25-09	Ramirez, Julia. Wife of Ramirez, Pete (dec) 02-28-09	Zimmerman, Cathy. Wife of Zimmerman, Mark 03-12-09
Heinbach, Warren Pittsburg, CA District 20 02-13-09			Bellant, Ramona. Wife of Bellante, Frank (dec) 03-06-09	Hasebe, Natsuye. Wife of Hasebe, Charles 02-05-09	Richards, Susan. Wife of Richards, Douglas 02-04-06	

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

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

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

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

Or e-mail to:  
johnston@oe3.org

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

FOR SALE: Purebred Angus calves, male and female. Good FFA and 4-H projects. Also, a purebred yearling bull ready to breed. Make offer. (916) 687-6198. Reg# 2396395.

FOR SALE: A 1984 Honda 3-wheeler, 200cc. Asking \$800; also, a John Deere model B tractor. Asking \$800; and a 1958 18-foot Chris Craft Continental, all mahogany hall. Asking \$11,500. For more information, call (916) 687-6198. Reg# 2396395.

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

FOR SALE: Retire to 20 fenced acres with a large, 2 bed/2 bath, 1,684-square-foot home in the Mother Lode in Clements, Calif. Has high-capacity well for irrigating with barn and storage areas. Also, a new storage garage for a mobile trailer. Too much too list. \$650,000. Call (209) 759-3695. Reg# 1305620.

FOR SALE: Private resort RV camping membership. Pelican Landing Resort (affiliated with Coast to Coast Resorts) with access to 1,000 resorts in U.S. and Canada. \$2,500 (valued at \$6,000). Call (707) 823-5529. Leave message. Reg# 0854252.

FOR SALE: A 1997 Seaswirl Striper boat 1/0 Volvo 5.7 with two-axle trailer. New tires, fresh water cooling

VHF-radio, CB radio. Low hours, great condition. \$18,000 OBO. Call (209) 274-4557. Reg# 1117589.

WANTED: A 1983 to 1986 F250 XLT or Lariat, 460 or diesel. Regular cab, running or not. Needs good body. Call (775) 753-7150. Reg# 2559905.

FOR SALE: Over half-acre, double corner lot in Esparto. Park-like setting, alley access. Build your own home or create investment income. On record at Yolo County as two 75-foot-by-150-foot lots. Existing house is livable. Asking \$250,000. Call (530) 787-1723. Reg# 2352265.

FOR SALE: A 1938 Plymouth P.U. Rare find. Shows well. Many awards. Restored in 1989. Three-speed transmission. Tinted class wire wheels; extra parts. Health forces sale. 90 percent original. For more information, call (530) 275-6882. Leave message if necessary. Reg# 1956194.

FOR SALE: A 20-foot guide boat. Swivel chairs; hard top. Lowers for travel. Two new motors. Little to no hours. 115 Merk with Jet and stainless props and 15 hours four strike Trowler with console controls. Health forces sale. For more information, call (530) 275-6882. Leave message if necessary. Reg# 1956194.

FOR SALE: A 1995 Ford LN 8000 Mechanics Truck, 400 amp Lincoln diesel welder, air compressor, 6000# cable Auto Crane, 8.3 Cummings, new tires, brakes. Good condition. \$26,500. Call (209) 295-2580. Reg# 1837539.

FOR SALE: Clear Vue Park Model 40-foot two slides, awning and skirting. Year 2004. Located in Ft. Mohave, Ariz. \$18,000. Call (928) 234-9909. Reg# 1597767.

FOR SALE: A 35-foot Winnebago Voyage Class A RV – gas. \$90,000. First owner. Purchased in June 2007 for \$133,000. Has less than 3,000 miles, three pop-outs, work horse drive tram Allison, two flat screen TVs, convection/microwave, self-tuning satellite, rooftop solar panel and many other goodies. Call (707) 778-3160. Reg# 1826093.

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

FOR SALE: A 2006 Custom Softtail, 96-inch S&S, Revtech 6 sp. trans., 3-inch BDL primary, belt drive, 180 rear tire, 21-inch front wheel. A real showstopper. This bike has very low miles,

as it has primarily been a show bike, taking first- and second-place prizes in various shows. Current California registration and insurance. \$14,900. For more details, call (530) 356-0527. Reg# 2488979.

FOR SALE: A 1972 El Camino, no putty, straight body, all glass, excellent condition, all chrome in excellent condition, 430 HP, 450 pounds to the ground. \$16,000 invested; make offer. For more information, call (775) 385-8609. Reg# 2282048.

FOR SALE: A 2003 410 Husky 4 stroke, new top end. \$2,200 OBO. For more information, call (775) 385-8609. Reg# 2282048.

FOR SALE: Three air/hyd bumper jacks – \$200 each; engine hoist – \$200; Tranny jacks, large and small – \$200 each; 185 cfm Ingersoll Rand diesel air compressor – \$2,000; Gorman Rupp 6-inch John Deere diesel trailer-mounted, semi-trash pump – \$9,000; a 2001 GMC Duramax 4WD, 4-door with 135,000 miles – \$17,000; a 1997 Jeep Grand Cherokee – \$3,600; a 1978 Olds 2-door sedan – \$2,000. Call (707) 386-0005. Reg# 2215083.

FOR SALE: A 1949 Ford two-door sedan. Original flathead V8 with a 3-speed (overdrive not working). Lots of new parts. Car is very clean and runs and drives well. Needs very little. \$8,500. Call (209) 620-6792; ask for Andy. Reg# 2151120.

FOR SALE: A 40-foot Park model Clear Vue, two slides, fully furnished, skirting-awning, 7-by-7 shed. Located in Riverside. Adventure trails in Ft. Mohave, Ariz. All electric, water, sewer paid. \$20,000. Call (928) 234-9909. Reg# 1597767.

FOR SALE: A 2006 Mercedes Benz ML350. Has 60,000 miles. Heated seats, all leather, etc. \$25,000 – that's below blue book. Call (707) 481-0953. Reg# 0950782.

FOR SALE: Mechanics tools. Retired mechanic. Various sizes up to 2 inch. Too many to list. Call (775) 240-0090. Reg# 2344388.

FOR SALE: RV, beautiful 2006 Winnebago Cambria, 26-ft. long, 6,000 miles, superb V-10 Ford engine, leather seats, Class C, slide-outs, back-up camera, all available options, TV/DVD entertainment center, original price \$80,000, asking \$47,500. Carson City, Nev. Call (775) 883-9628. Reg# 1558149.

FOR SALE: A 1948 or '49 d2 #1481sp, both motors work great. Tracks wore but good,

has beegee pump. \$2,500. Call (707) 996-6096 or (707) 326-0819. Reg# 1571616.

FOR SALE: Komatsu D21A-6. Serial No. 70288. Has 944 hours. Six-way blade with rippers and ROPs. Top condition. Located in Elko, Nev. \$21,000. Call (775) 738-3342. Reg# 0738806.

FOR SALE: Boat motors and parts. Lower units for Johnson & Evinrude Mercury – Chrysler outboard complete outdrive for Merc Cruiser Volvo & O.M.C. outdrives. Lots of used props and control boxes with harness. Call (707) 580-1657. Reg# 2407798.

WANTED: D2, D3 or D4 tractor or similar with front blade to push show. Call (925) 937-9088. Reg# 1199157.

FOR SALE: John Deere 350, six-way blade, rippers, rebuilt transmission and finals, rops, 1981. \$11,000. Call (707) 295-6270 or (707) 987-3921. Pictures available. Reg# 2335310.

FOR SALE: A 1957 Chevrolet Bel Air, two-door, hardtop, black, beautiful. \$50,000 OBO, or will trade for land. Also: A 1934 Ford five-window coupe, street rod. \$60,000 OBO, or will trade for land. Call (916) 381-8007. Reg# 1171929.

FOR SALE: A 1994 Southwind 32-foot, self-contained, basement-model motorhome. Awnings on all windows, new tires, about 30,000 miles. Ford 464 gas engine. Very clean, excellent shape, like brand new. AC, microwave, two TVs, very nice. \$20,000 OBO. Call (916) 381-8007. Reg# 1171929.

FOR SALE: A 1962 Buick Skylark, two-door hardtop, 215 cubic-inches, automatic transmission. Runs, but needs to be restored, almost perfect body, no rust or dents, just needs painting. For more information or for pictures, call (530) 708-0744. Reg# 2396616.

FOR SALE: Field mechanics tools, air impacts from ¼-inch to 1 inch, specialty Cat tools, heavy truck transmission and diesel tools. Everything needed for on-site repairs and major overhauls – pullers, micrometers, torque wrenches, all Snap-On, Mac, OTC, plus diagnostic testing tools for computer vehicles. Too much to list. Retiring from the trade. Call (415) 559-6500 or (650) 557-1050. Reg# 1986429.

FOR SALE: Caravan Camper, Deluxe Double Door, tinted windows, White for short-bed Ford F-Series. \$4,000 brand new; will sell for \$2,000. For pictures/more information, call (916) 502-0638. Reg# 2434282.

FOR SALE: Truck Vault, two-drawer, five-button como locks, carpeted dividers for guns, for short-bed pickup. \$3,300 brand new; will sell for \$1,500. For pictures/more information, call (916) 502-0638. Reg# 2434282.

FOR SALE: Five-plus acres. Large cedar home with mother-in-law quarters. Rock fireplace, new carpet, laminated floor, two bathrooms, built-in bar, laundry room, huge kitchen, large windows, deck, orchard, barn, shop, patio, pond, many extras. Approximately 4,200 square feet. \$659,000. Also, five acres of bare land connecting for sale: \$290,000. Call (208) 755-0256. Reg# 1812603.

FOR SALE: Approximately 26-plus acres in Amador County. Views, pasture, Dry Creek, wine country, close to the Shando Valley, trees, electricity close by. Fiddletown, Calif. \$325,000. Call (208) 755-0256. Reg# 1812603.

FOR SALE: Records – approximately 4,000 33-1/2 albums. Hard rock, soul, jazz, country, blues, gospel, folk, classical, Broadway and movies, oldies, bluegrass, Cajun, big bands, party, instrumental, etc. Name that song and artist, it's here. Have a computer list of approximately 2,000. Call (530) 223-4388 for pictures and a partial list. \$2,700 OBO. Reg# 0827031.

FOR SALE: Collectors: Seven rare Jim Beam ceramic decanters with boxes, half-price; 14 Days Gone Bye standard oil diecast trucks in boxes; 8-Ertl diecast in boxes; six Corgi diecast; eight Age Dör Solido diecast in plastic cases; 35 plastic car models – 124 scale; lots of diecast cars, three Buraço. Call (916) 685-7948. Reg# 0987300.

FOR SALE: Boat 1992 Seaswirl Spyder, 21 feet, 3 inches in length, 351 Ford V8. Power steering, Cobra Outdrive, Cuddy Cab (Day Cruiser), Branco trailer with tandem axel. Excellent condition. \$5,000 OBO. Call (707) 996-0654 in the evenings. Reg# 1943399.

FOR SALE: A 2005 CAT 302.5 excavator, 597 hours, like new. Plumbed and QC. Will consider overhead camper or travel trailer in trade. \$19,900. Also: A 36-inch 312 excavator bucket and a 24-inch case 580L bucket. Best offer. (530) 526-8279. Reg# 2047698.

FOR SALE: A 1976 Datsun 280Z, 39,000 original miles, interior like new, new tires, AC. AT. Fun to drive. \$5,600 OBO. Call (559) 859-1812. Reg# 1375000.

**UNIT 12**

By Gary Rocha, business representative

# Members keep highways safe for the public

*Do your part to ensure their safety too*

Caltrans Unit 12 members have been performing a grind-out and repair on the well-traveled part of Hwy. 33 between Gustine and Santa Nella in Merced County. These state employees are making sure the highways are safe for the motoring public. I recently caught up with them, and their work reminded me how important it is to “slow for the cone zone” in construction areas.



From left: Operator John Medrano, Grinder Operator Dennis Clay and Ground Man Greg Aschbacher.



Unit 12 member Coney Becerra keeps roads safe.



Unit 12 member Noreen Morgan means business.



Member Bill Edwards.



Unit 12 crew members keep Hwy. 33 safe.

From left: Matt Salles and Loader Operator Bill Edwards.