

# ENGINEERSnews

VOL. 61, #9 • OPERATING ENGINEERS LOCAL UNION NO 3 • ALAMEDA, CA • SEPTEMBER 2003

## DOWNTOWN UNDERGROUND

ReTRAC puts railway below Reno's streets



### IMPORTANT ELECTION INFORMATION

See page 19 for important information regarding the August 2003 election of officers and Executive Board members.



## For The Good & Welfare

By Don Doser, Business Manager & IUOE General Vice President

The Oct. 7 Recall:

### Vote to protect your livelihood, protect working people

The recall election will add a new chapter to California's political history and with it will come changes for the working people of this country, particularly members of organized labor. There are three ballot items of great importance to Local 3: no on the recall, yes for Cruz Bustamante and yes on Assembly Constitutional Amendment 11 (now known as Proposition 53) funding for infrastructure projects.

The same anti-union backers of Proposition 226 engineered the governor's recall election, and now they intend to install a new governor to shift the political power and further their own agenda. Don't be misled. On the surface, this attack focuses on Gray Davis, but the October election is set up to be a recall of working class America, the members of Local 3, who have worked a lifetime raising the standard of living for all Americans.

The Oct. 7 recall is meant to be a recall of overtime pay, of prevailing wage and Project Labor Agreements, of labor's "right to organize" legislation, of improved unemployment benefits. It will recall wage and hours laws, job safety, California's new Paid Family Leave Act and defined-benefit pension plans. California is just the beginning. There has been an increasing and steady push to force anti-union initiatives onto the ballots disguised with titles like right-to-work and paycheck protection. The same interest groups that back the recall fund those campaigns.

An analysis of executive orders, court decisions and new legislation demonstrates a true and mounting attack on workers' rights. Rulings from the Department of Labor and the National Labor Relations Board are evidence of anti-worker forces stepping up their efforts. If they are successful here, a new recall revolution could spread across the country.

You don't have to love Gray Davis to realize that the recall is a bad idea for California's workers. The recall is not about Davis, whose only real fault as governor seems to be that he didn't prepare the public for the state budget deficit. Workers are the real targets. The wealthy backers of the recall have opposed every gain that workers have made. They want to roll back years of progress and protections that we have fought for on behalf of working families.

There is too much at stake to allow Davis' low poll ratings to result in a recall. Although it will take 50 percent plus one vote of the votes cast to

recall Davis, his successor may only need 15 percent of the vote to win. The opposition's strategy has been well financed and the timing of their candidate announcements almost perfect. Labor is in another dogfight, and make no mistake, beating back the recall will fall on the shoulders of union members. Workers have the most to lose if the recall succeeds.

I believe we can stop this recall, and that will be our first priority. But we have to be prepared if the recall effort succeeds. The ballot will allow you to vote no on the recall and still vote for a successor to Davis. Lt. Gov. Cruz Bustamante has demonstrated his support for labor on numerous occasions, especially during the budget crisis when he pushed for transportation funding on our behalf. Mark your ballot for Cruz Bustamante for governor.

The October election has moved up the scheduled election of Prop. 53, which would have appeared on the March 2004 ballot. We're running against the clock to get the word out to our members and friends to vote yes on this ballot measure. Prop. 53 will dedicate a portion of the future growth of the state's General Fund revenues to pay-as-you-go infrastructure projects. Infrastructure funding has become increasingly important because of deficiencies of an aging public infrastructure and the need for new infrastructure to sustain a growing population and economy. Any time our industry can get a dedicated mandate of General Fund revenues, we must push hard to make it happen. Infrastructure projects mean future work for Operating Engineers.

There will be a coordinated and massive effort to inform our members to vote no on the recall and to cast a vote for Bustamante. There will be an enormous amount of phone banking and precinct walking. I encourage you to vote by mail due to the major consolidation of precincts. Polling places have changed since the last election. In fact, many have disappeared.

Local 3 members hold diverse political views and affiliations. I respect everyone's right to an informed opinion. This recall is not about party politics for Local 3. In our own self-interest we must come together over one main issue on Oct. 7. Don't vote to punish Gray Davis. Vote to protect and ensure the value of your work and the dignity of every worker by voting no on the recall, yes for Bustamante and yes on Prop. 53.



Blade Operator Arnold Quartz does finish work in preparation for the shoofly in Reno. .... 11

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## In the News

### Member receives \$17,000 in wrongful termination suit



Congratulations are in order for Operator and Local 3 member Orlando Salizar who recently got just what he deserved – \$17,000 including back pay for wages and fringe benefits after Local 3 steered him to victory in a wrongful termination suit.

It all began May 17, 2002, when Salizar, who was working for Hansen Permanente Cement, was instructed by his supervisor to leave his job of running a mud press to drive a truck. Being a good employee, Salizar wanted to ensure the person who would replace him in his primary task was qualified to do so, so he waited to begin the new assignment. He was then discharged for “disobeying orders.”

Salizar immediately turned to Local 3 for help and a grievance was filed in May 2002. Business Rep. Milt Petersen, under the guidance of District Rep. Fred Herschbach, began working with Salizar. An investigation followed, but nothing was determined and the issue was deadlocked. Business Manager Don Doser and President and Asst. Business Manager John Bonilla, who is officer in charge of the San Jose District, along with Local 3's Legal Counsel Paul Supton, advised the San Jose crew to enter into arbitration. Attorney Alan Crowley of the Weinberg, Roger & Rosenfeld law firm was appointed to the case and successfully handled the arbitration.

About seven months later in January 2003, thanks to Crowley's hard work and commitment, Doser and Bonilla's guidance, persistence and continued support, Herschbach and Petersen's dedication and Salizar's determination, a settlement was finally reached. Salizar received two weeks suspension but then was reinstated with Hansen Permanente Jan. 15. In addition to his reinstatement, Salizar received a \$17,000 check for the months he was out of work.

Petersen, who had the privilege of working with Salizar throughout this ordeal and presenting him with his check in July 2003, said Salizar is extremely pleased with the work of Local 3 and the Weinberg, Roger & Rosenfeld law firm.

“Orlando is working now, he is one happy man,” Petersen said. “I'm very proud of the way the law firm handled his case and how they won it. It was a major victory.”

## Talking Points

By John Bonilla

Assistant Business Manager and President



### Prevailing wage: a call for defense

It's no secret that our nation's president is not on labor's side. Since he entered office in 2000, Bush has made many attempts to undermine hard-working, working-class Americans. These attempts include trying to end overtime pay for millions of workers, terminating collective bargaining rights for more than 1,000 federal workers, introducing a prescription drug plan that forces Medicare seniors into HMOs and proposing a \$1 billion reporting burden on unions.

The Davis-Bacon Act, or prevailing wage issue, is another that Bush would love to put an end to. Davis-Bacon, which ensures a fair wage for millions of workers by requiring contractors to pay prevailing community wage rates and benefits on public works projects totaling more than \$1,000, is seen as a threat by right-wing conservatives like Bush who insist on ignoring the fact that the act reaps incredible benefits for construction workers and their families.

In fact, one such group of conservatives, the Republican Study Committee, recently released a study saying, “Davis-Bacon violates core capitalist values of free competition and market labor.” The RSC, which is a group of 85 House Republicans who serve to advance a conservative social and economic agenda in the House, released this study in an effort to turn people against prevailing wage and to arm our opponents with one more weapon in the fight to repeal Davis-Bacon. The results of the RSC study state that the act inflates the cost of federal construction projects by as much as 15 percent.

Despite these unsound claims, we all know the reality of Davis-Bacon. The Davis-Bacon Act brought about prevailing wage rates, which exist to provide stability, security and a decent standard of living for millions of hardworking Americans like the members of Local 3.

In addition, our employers clearly benefit from prevailing wage with better-trained workers, a higher quality of work, lower turnover and increased productivity. Because while it is true that union wages are often the prevailing rate, and that union wages are often higher than non-union wage rates, it is also true that the productivity of union workers tends to be higher than that of non-union workers. This is for many reasons. One, because union workers do receive better wages and benefits, resulting in an increased motivation to work hard. And two, because union workers are often better trained than their non-union counterparts. Union workers, especially the members of Operating Engineers Local 3, appreciate excellent training programs that make them better-prepared and more skilled to handle the tasks they will face at any job.

Brothers and sisters, Davis-Bacon is not hurting anyone. It has helped working families since its enactment in 1931. But Bush and his cohorts like to find any way possible to undermine the major strides and the power of the labor movement. And if they get their way, someone will get hurt – working families.

The main way we can stay on top of this and keep our wages from being exploited is to remain aware of any bills introduced in the U.S. Congress and in our state legislatures. We need to make sure we keep labor-friendly leaders in office who will listen to our concerns, and we must continue to inform these leaders when we oppose or support any legislation that affects our livelihood as a union and as working-class Americans.

Protect your right to a fair wage; protect Davis-Bacon.



The Empire Ranch crew gathers with President and Asst. Business Manager John Bonilla, Sacramento District Rep. Russ Burns and Sacramento Business Rep. Monte Molina.

# Empire of dirt

## Operators complete massive dirt work project on Empire Ranch

Story by Heidi Mills, associate editor

Photos by Heidi Mills and Kelly Walker, managing editor

Like many former quiet Northern California cities, Folsom has seen exploding growth over the past two decades. The city known mostly for its 109-year-old state prison now boasts high-tech businesses like Intel Corp., stucco subdivisions and trendy retail centers.

One of the city's fastest growing hotspots is the H.C. Elliott master-planned golf community of Empire Ranch. Nestled among the rolling hills and scattered oak trees along the Hwy. 50 corridor, Empire Ranch offers stylish new homes with a scenic view of Folsom Lake.

Teichert has done and continues to do most of the dirt work for the developments on the 1,700-plus acre ranch. It began back in the late 1980s when private owners sold the land to developers. After an extended lull, Teichert started the dirt work again in 2001 and continued through 2002 with two million yards for the Costco building and surrounding developments on Broadstone Road and into 2003 with 3.2 million yards for a new neighborhood.

This most recent project employed more Local 3 operators than any other job in the Sacramento District this summer. From mid-May through mid-August, about 65 Local 3 operators moved dirt across a two-mile by half-mile segment of the ranch to create pads for 800 new homes.



An 825 compactor evens out a load.

The job was unique because so many operators and so much dirt was involved, but also because of the natural obstacles the crew encountered during the duration of the three-month project, including an extended rainy season, record-breaking triple-digit temperatures and severely rocky terrain.

Project Manager Ed Netzel said these obstacles didn't slow their progress. They were running 25 scrapers a day on as many as four spreads at a time. Each spread moved 40,000 to 45,000 yards of dirt per day.

"I've got a great group of people out here," Netzel said. "They're hard workers."

By mid-July, the crew was more than halfway through moving the entire 3.2 million yards even though most of the valleys across the jobsite were filled with water when the project started. Netzel said they solved this problem by working the hills first and the valleys after they had dried out. To speed up drying time in the valleys, trench drains were

built to channel surface water into a nearby creek.

After the late rains came the heat – more specifically, 17 straight days of 100-plus temperatures that literally burned rubber. When the tires began to burn up, Netzel mandated eight-hour workdays instead of 10.

"I've spent \$150,000 on tires so far," Netzel said when the project was about halfway complete. "With each tire at \$5,000, it adds up fast."

While the heat was intense, Foreman Tim Kirby said the rocks were their biggest challenge. It was a constant struggle to keep them from slashing tires.

"This is a hard rock job," Kirby said. "The crew's doing a good job with the rough ground."

The unforgiving terrain also affected scraper cutting edges, which had to be replaced on a daily basis because of dulled edges and because frequent jolting knocked out the blade's heads and bolts.

Teichert blasted dynamite for about a month and sent in ripper CATs and hoe rams to break up the remaining big boulders, also called "floaters." Once the shooting and drilling was completed, scrapers and dozers began smoothing over the spreads' surfaces. This involved cutting down hills as high as 60 feet and filling in equally deep valleys.



One of the three GPS-equipped D9 dozers at Empire Ranch sets pad to grade.

The process began with 631 scrapers making cuts into a hillside. Because they are not self-loading scrapers, push CATs were needed to move the loaded 631s from the top of the hill to the bottom. Once the load reached the bottom and was dumped, a D8 dozer and an 825 compactor smoothed the material evenly across the spread. Water trucks then sprayed the dirt to ensure compaction and to keep the dust level low. The process was repeated until every spread across the two-mile by half-mile segment of the ranch was set to the desired grade.

Each spread had two dozers, one push CAT, one scraper and a water truck. In all, more than 60 pieces of equipment worked the jobsite, including 25 631 scrapers, three D9 dozers, four blades, eight D10 dozers, four D8 dozers, four 825 compactors, nine water trucks, two water pulls and two to three excavators.

Two onsite mechanics, 24-year Local 3 member Rodger Stoddard and three-year member Kenny Pasquetti, maintained the equipment fleet along with two dealer mechanics, who worked on the rental equipment.

The gradesetters, who did the surveying and gradesetting on the job, provided technical support for the Global Positioning Satellite (GPS) D9 dozers. The hand-held rover devices they used for their work used the same GPS technology as the D9s.

The rover stores an electronic copy of the developer's design plans in its computer, allowing the gradesetter to set perimeter stakes and lot lines on any spread.

GPS Gradesetter and 14-year Local 3 member Erik Young said he has worked with a rover for a season and a half and likes it better than the conventional method because he has better control of staking and grade.



A hoe ram breaks up surface rock before scrapers take charge of the area.

"It's changed the way I look at the job and the way I think about moving dirt – allowing more dirt to move more efficiently and maintain grade," Young said.

While it does speed things up, Young said he couldn't use GPS technology unless he knew the conventional way of gradesetting.

"We're basically building the job," Young said, speaking for

himself and the three other gradesetters working at the ranch. "It's the wave of the future."

Indeed, GPS technology will be used to build a number of jobs in and around Empire Ranch within the next few years, including three more housing units, an apartment complex off Iron Point Road, an elementary school and the Hwy. 50/Empire Ranch Road Interchange.



From left: Empire Ranch foremen Gary Easley and Tim Kirby pose for a picture before heading out to the jobsite.



From left: Business Rep. Monte Molina visits Gradesetter Erik Young, who is holding a GPS rover.



From left: Mechanic Kenny Pasquetti, Mechanic Rodger Stoddard, Gradesetter Don Gauldin and Operator Ron Clark.



## CREDIT UNION

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

# Don't stop for 0 percent financing

These days 0 percent financing is everywhere you look. In fact, 0 percent "specials" are so common that with an interest rate more than 0 percent, people feel like they are getting a bad deal. But if you look closer at 0 percent financing, you'll see why it isn't always the best deal.

Many people assume 0 percent financing is the best option because they think they are getting something free. No one likes to see how much interest they will pay during the life of the loan. It's true that with 0 percent financing you don't pay interest if you pay the loan in full by the end of the term. However, most consumers don't realize they ultimately pay more with 0 percent financing than they would with a low-interest loan.

Here's how it breaks down. Most 0 percent financing is offered by dealerships as a way to make it look like they are undercutting the competition and offering you a

great deal. The truth is you may not get a great deal at all. This is because many rebates offered by manufacturers are not valid with 0 percent financing. Plus, only a small percentage of purchasers have the credit score needed to secure 0 percent. Terms are usually 36 months or less, making your monthly payment higher. Also, 0 percent financing is often offered on a limited number of models or it's limited to dealer stock, which means you may be out of luck if you have a specific car in mind.

If you qualify for 0 percent financing, you'll typically have to forfeit any rebate. In many cases, the rebate is more desirable than receiving a 0 percent loan because it means more money in your pocket. By declining 0 percent financing you can add the rebate (normally around \$2,000) to your down payment and actually finance less - usually resulting in a lower car payment.

Dealerships also count on consumers "forgetting" to negotiate the price of the vehicle because they are excited about 0 percent financing and feel the price is good enough. Be aware, the dealerships may increase the price of vehicles, insurance and warranties to increase profits. These factors could lead you to pay more for the vehicle than if you went with low-interest credit union financing.

In contrast to the restrictions and limitations dealership financing offers, the Operating Engineers Federal Credit Union (OEFUCU) offers members many choices when it comes to vehicle purchases. OEFUCU offers some of the lowest rates in the nation. Financing through OEFUCU lets you take advantage of any dealer rebate offered and gives you affordable monthly payments. See the chart below to check out how much more you could pay with 0 percent financing.

## Auto Buying Consultant: A great way to buy your next vehicle



Whether you want to kick tires at the dealership or kick back and let our free Auto Buying Consultant\* find the right car for you, OEFUCU can help. If you are looking for a car or truck up to three years old, consider saving time with the credit union's Auto Buying Consultant service. After contacting the credit union for a pre-approval, call the Auto Buying Consultant hotline at (800) 326-9552 or click the Auto Buying Consultant link at [www.oefcu.org](http://www.oefcu.org). The Auto Buying Consultant will locate the vehicle, negotiate with the dealer for the best price and help you through the paperwork. In most cases, the car or truck selected can be delivered to your home or work.

\*Only available in California.

### REBATE COMPARISON

	Dealer Financing at 0.0% APR*	OEFUCU Financing at 4.69% APR
Price of Vehicle	\$20,000	\$20,000
LESS dealer rebate	N/A	- \$2,000
Amount Financed	\$20,000	\$18,000
Length of Term	36 months	36 months
Monthly Payment	\$555.56	\$537.04
Total Pay Back	\$20,000	\$19,333

### MONTHLY PAYMENT COMPARISON

	Dealer Financing at 0.0% APR*	OEFUCU Financing at 4.69% APR
Price of Vehicle	\$20,000	\$20,000
LESS dealer rebate	N/A	- \$2,000
Amount Financed	\$20,000	\$18,000
Length of Term	36 months	60 months**
Monthly Payment	\$555.56	\$337.17

\*APR = Annual Percentage Rate. Your rate may vary based on credit worthiness. Rate includes .500 percent discount for automatic payment method.

\*\*Not available for 0 percent financing.



## FRINGE BENEFITS

By Charlie Warren, Director

# Diet tips for a healthy heart

Eating healthy foods doesn't have to mean drastic changes for your diet. The chart below features some small steps you can take to help lower your chances of getting heart disease.

INSTEAD OF	TRY
Whole percent or 2 percent milk	1 percent or skim milk
Fried foods	Baked, steamed, boiled or broiled foods
Cooking with lard, butter, palm and coconut oils or shortenings made with these oils	Cooking with these oils only: sunflower, soybean, cottonseed, olive, canola or sesame
Smoked, cured, salted and canned meat, poultry and fish	Unsalted fresh or frozen meat, poultry and fish
Fatty cuts of meat like prime rib	Lean cuts of meat or cut off the fatty parts of meat
One whole egg in recipes	Two egg whites
Sour cream and mayonnaise	Low-fat yogurt, low-fat cottage cheese or low-fat or light sour cream and mayonnaise
Sauces, butter and salt	Season vegetables, including potatoes, with herbs and spices
Regular hard and processed cheese	Low-fat, low-sodium cheese
Crackers with salted tops	Unsalted or low-sodium whole-wheat crackers
Regular canned soups, broth and dry soup mixes	Sodium-reduced canned broth and soups, especially those with vegetables
White bread, white rice and cereals made from white flour	Whole-wheat bread, brown rice and whole-grain cereals
Salted potato chips and other snacks	Low-fat, unsalted tortilla and potato chips and unsalted pretzels and popcorn

## Know the heart attack warning signs

### Most common warning signs

- Uncomfortable pressure, fullness, squeezing or pain in the center of the chest that lasts more than a few minutes or goes away and comes back.
- Pain that spreads to the shoulders, neck or arms.
- Chest discomfort with lightheadedness, fainting, sweating, nausea or shortness of breath.

### Less common warning signs

- Atypical chest, stomach or abdominal pain.
- Nausea or dizziness (without chest pain).
- Shortness of breath and difficulty breathing (without chest pain).
- Unexplained anxiety, weakness or fatigue.
- Palpitations, cold sweat or paleness.

## CorSolutions

If you suffer from coronary artery disease, diabetes, congestive heart failure or chronic obstructive pulmonary disease and are covered by the California Health & Welfare Comprehensive or Pensioned Health & Welfare plans, you may be eligible to receive help managing these conditions from the new pilot program offered by CorSolutions. The confidential phone-based program was recently added

to connect members and eligible dependents with registered nurses who can answer health-related questions 24 hours a day, seven days a week. Enrollment in the program is voluntary and is offered at no cost to members. If you recently received a letter about CorSolutions and would like more information, contact the Fringe Benefits Service Center at (800) 532-2105.

**FRINGE BENEFITS SERVICE CENTER**  
**(800) 532-2105**





## ORGANIZING

By Bob Miller, Local 3 Vice President

### A turn for the worse

You have often heard me talk about the challenges Local 3 organizers face. Even under the best circumstances their job is not easy. They often work long, irregular hours for

*"It looks like they are trying to make things as tough as they can for Local 3 organizers. But no matter how tough they try to make it, Local 3 will always be there to fight for the right of unorganized workers to become part of the Local 3 family."*

— Business Manager Don Doser

days and weeks on end to help build our union. Organizers patiently respond to concerns voiced by unorganized workers who are misled or frightened by their employer or their employer's "union buster." In addition, they respond to employer campaigns attacking Local 3 and, on some occasions, organizers themselves.

If this doesn't make their job tough enough, Local 3 organizers are increasingly frustrated by the agency that supposedly exists to protect American workers' right to organize, the National Labor Relations Board (NLRB).

As many members know, Congress created the NLRB in 1935 to enforce the National Labor Relations Act (NLRA) passed in 1932. The NLRB's primary purpose was and still is to protect worker and union rights guaranteed by the NLRA. During the past year, Local 3 organizers and attorneys experienced numerous events suggesting the NLRB has strayed from its primary purpose. We have seen regional NLRB offices:

- Side with employer positions on appropriate bargaining units even though it previously found similar units inappropriate. Local 3 contends it is appropriate for skilled workers to have their own separate bargaining unit.

- Try to force Local 3 to agree to inappropriate bargaining units by threatening to delay hearings if agreement is not reached.
- Delay an appropriate unit determination decision for more than six weeks. To the employer's benefit, the unwarranted delay stalled the campaign momentum Local 3 organizers built.
- Promote the increased use of mail ballots so NLRB representatives would not have to be on site to conduct an election. In one instance, the representative's absence allowed an employer to engage in conduct that would not have occurred if the election had been on site. Local 3 lost the election.
- Issue a complaint against Local 3 for illegal picketing. A thorough investigation would have determined the picketing was legal. This case is going to trial.
- Dismiss unfair labor practice charges without conducting a thorough investigation. The charges involved workers being fired for union activity.

Business Manager Don Doser said the regional NLRB decisions are the worst he's seen in more than 20 years.

"It looks like they are trying to make things as tough as they can for Local 3 organizers," Doser said. "But no matter how tough they try to make it, Local 3 will always be there to fight for the right of unorganized workers to become part of the Local 3 family."

We're also experiencing problems with the NLRB at the national level.

The NLRB recently intervened in a federal court case brought by the

U.S. Chamber of Commerce (an employer organization). The case challenges a California law designed to provide state neutrality in the organizing efforts of workers whose employers receive state funds. The law bans employer expenditure of state funds, both pro-union or anti-union, during organizing campaigns. In an unprecedented move, the NLRB sided with employers, arguing 1) that employers can use taxpayer money to subsidize anti-union campaigns and 2) that state governments do not have the right to control their own spending authority. The NLRB position contradicts the U.S. Department of Justice's position as shown in two recent cases where the DOJ argued federal labor law does not pre-empt Bush administration restrictions on the use of federal funds.

Local 3 members often hear President and Asst. Business Manager John Bonilla say, "everyone wants to be an Operating Engineer." The NLRB's recent actions make it hard for unorganized workers to achieve that dream. It makes me wonder if the NLRB has forgotten its primary purpose.

The NLRB is taking a sharp turn from established precedent protecting a worker's right to organize. The change is bad news for workers and unions alike. Like other recent attempts to undermine the rights of American workers, I think the change in direction started on Pennsylvania Avenue in Washington, D.C.





## OE CAT

By Cindy Tuttle, Political Director

# Transportation victory readies CATs for anti-recall campaign

The California state budget approved by Gov. Gray Davis Aug. 2 includes nearly one-half billion dollars for transportation. Although it's not as much as we anticipated, we're chalking it up as a victory. It keeps thousands of construction projects already underway or ready to go from being halted in California. Take a look at the specifics:

- Projects in the Traffic Congestion Relief Program will receive \$289 million from the General Fund. This is Proposition 42 money that under the original budget proposal would have been confiscated.
- The state highway account will be repaid \$173 million in loans taken by the state last year for purposes unrelated to transportation. With federal matching funds, this money will leverage more than \$500 million in new highway construction projects.
- About \$856 million in gasoline sales taxes we pay at the pump will be shifted into the General Fund to help reduce the state's \$38 billion-plus deficit, instead of paying for projects to maintain and expand the state's roads, highways and transit systems.

The threats to transportation funding met stiff resistance from Local 3 and a number of groups and organizations, including the State Building Trades, the California Alliance for Jobs and the transportation contracting community. These groups orchestrated an effective public information and lobbying campaign to help protect Prop. 42. It was by all accounts a team effort.

That said, Local 3's contribution to the campaign during the past seven months has been impressive. Our members mailed in more "Highway Robbery" postcards than any

other organization involved in the effort. Many of our CATs wrote letters to the editors of their local newspapers and to legislators about the impact of Prop. 42 on their safety and job security. Business Manager Don Doser met with Gov. Gray Davis, urging a hands-off policy regarding Prop. 42. The CATs and Local 3 lobbyists met with state legislators to discuss the issue, and the CATs spent countless hours leafleting and phone banking.

We won't quickly forget this campaign for many reasons. We went from nothing to \$462 million in seven months. The campaign endured the largest state budget deficit in history – the lobbying competition for state funds has never been fiercer – and ended as campaigning began for a special-called recall election.

This campaign created seasoned CAT activists and proved once again that Local 3 teamwork can get the job done. What's more and perhaps most important is that this campaign's momentum

is now being channeled into the next one.

As many of you know, Local 3 is partnering with the State Building and Construction Trades Council of California and the California Labor Federation AFL-CIO to stop the recall of Gov. Gray Davis.

Our message is clear: the recall is anti-union.

The recall is about restoring the conservative agenda that opposes overtime pay, prevailing wage, paid family leave, union agreements and tough, new job safety rules. It's not about Gov. Davis – it's about getting rid of the pro-worker agenda Gov. Davis has held and articulated since he first became governor in 1999.

Some of you remember when we were fighting for workers' rights. If you do, you know we're not fighting anymore because the

Davis administration ended our struggles. Granted, the Davis administration has not done everything we've wanted it to do, but it has stood up for working families. If the conservative politicians funding the recall succeed, we will be fighting for our rights all over again.

That's why we need to get out and vote. The first question on the recall ballot will be a two-part question. It will ask: "Shall Gray

Davis be recalled from the office of governor?" The second part will list the names of candidates running to replace the governor if he is recalled. I urge you to vote no on the recall and yes for Lt. Gov. Cruz Bustamante, who has supported labor on numerous occasions.

We're doing everything we can to get this message out to Local 3 members and the public. Local 3's Engineers Publishing print shop in Sacramento is printing anti-recall flyers, which are being distributed to Local 3 district offices throughout California. (In case you missed it, KCRA Channel 3 in Sacramento aired footage of the shop's presses in a recent story on Gov. Davis' union supporters.)

Efforts continue with anti-recall rallies and phone banking. Our first rally was in mid-August and, as of this writing, the next one is being scheduled. As for phone banking, Local 3 staff and the CATs will be calling Local 3 members, retirees and their family members, encouraging them to vote no on the recall and yes for Bustamante.

I'll be sure to keep you posted on our progress. In the meantime, call your district hall to find out how you can help. We have a lot to do before Oct. 7.





## RANCHO MURIETA TRAINING CENTER for Apprentice to Journey-level Operator

By Curtis Brooks, Director



## Apprentices wanted for Semi-Annual meeting

Unless you've been living in a cave, you should know that the Semi-Annual meeting is coming up Sunday, Sept. 14 at the Sacramento Convention Center. This meeting is one of the largest gatherings for Local 3 members. It is an opportunity to meet and greet the officers and conduct the business for the entire local with record numbers of members present.

As apprentices, you are entitled to and endowed with rights just like the journey-level operators when it comes to your voice and participation in this union. That's why I challenge every available apprentice to get on board with the program that you own a piece of.

Don't misunderstand me, I know we have strong support from our apprentices, but I also know it can be better. We enjoy the fruits of our labor until we forget to put in the labor. I would like every available apprentice in the program to attend the Semi-Annual meeting.

The current administration works very hard to shape this union into one of the most competitive and desirable trade unions in the country. Business Manager Don Doser has repeatedly expressed his appreciation for the apprenticeship program as well as his objective to see apprentices prosper in training, wages and benefits

and have pride in a job well done. That I can personally vouch for, remembering when he shook my hand and inspired me as an apprentice to work hard for this union and help the union work hard for me.

### Qualified operators wanted

Did you know there are non-union operators who think they have the skills you have? Did you know there are workers from other crafts who are willing to occupy your seat for lower wages than what you, the skilled operator, would receive? And did you know that your ability to train and upgrade your skills is what sets you apart from others?

Employers want you because they know you are the best – the best at helping them reach their bottom line. You are the best at saving them time and money. But you don't get there without a little sacrifice and a lot of hard work.

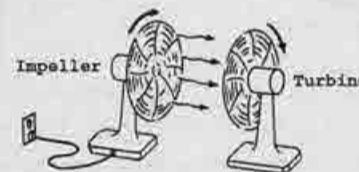
The time you put in at Supplemental Related Training and district meetings, in mentoring and volunteering is well worth the efforts. Apprenticeship is a long haul, but the rewards can be limitless if you remember your objective, and ours is to produce and serve qualified, professional Operating Engineers.



## A look inside torque converters

Torque converters? I find them one of the more interesting components in the powertrain. Without a torque converter it was, until recently, practically impossible to have an automatic, semi-automatic or as CAT calls it, a powershift transmission.

A torque converter is the connection between the engine and transmission. It transfers the power from the engine to the transmission through fluid in a process called hydrodynamics. There are three major components in a torque converter: the impeller, the turbine and the stator. The impeller is attached to the output of the engine, which is the flywheel; the turbine is attached to the input of the transmission; and the stator is fixed to a stationary part of the equipment. The torque converter is partially filled with oil (the level is crucial). As the engine starts to turn, the impeller turns with it, and because of angled fins, it throws the oil at the turbine. The turbine also has angled fins that, when the oil from the impeller impacts it, cause the turbine to move in the same direction as the impeller. (For those of us who sail, it uses the same principle as wind filling the mainsail, causing the boat to move.) Picture two house fans facing each other a few inches apart. Turn one on while leaving the other off. The one turned on is the impeller that is attached to the engine and the one that's off is the turbine. The off or non-powered fan will start spinning, which represents the turbine that is attached to the input of the transmission. Now you could put your finger in the non-powered fan and stop it (as long as too much speed did not build up). This is what happens in your torque converter when you come to a stop with your automatic transmission in gear. The turbine stops while the impeller continues to turn. Do not try to stop the powered fan with your finger.



The last major component is the stator. The stator is basically stationary. The oil flows in a circular fashion. It starts from the impeller, goes to the turbine and enters the stator, which sends it back to the impeller, and the cycle starts over again. The stator redirects or changes the direction of the oil returning to the impeller. The oil that impacts the turbine basically bounces off the angled fins, changing its direction. If you tried to return this oil directly to the impeller, it would come in the opposite direction that the impeller is turning and would fight it. So the stator also has angled fins, and the oil leaving the turbine impacts the stator's fins, changing the direction again so it enters the impeller in the same direction, now adding to the power, not taking away from it.

Now we're done. Remember to change your oil regularly and watch for aluminum. Most converters are made of aluminum. There is a lot more to torque converters, such as overrunning stators, twin turbines, locking, and inlet and outlet valves that will be covered in a future article.

Next month let's have some fun with troubleshooting. That sounds like an oxymoron – troubleshooting and fun don't usually go together.

### Apprenticeship graduates

Harold Dale	Construction Equipment Operator	San Francisco	July 1
Robert Hintz	Construction Equipment Operator	Sacramento	July 21
Emmett McBride Jr.	Construction Equipment Operator	Fairfield	July 14
Michael Moron	Construction Equipment Operator	Redding	July 7
Gerald Ramos	Construction Equipment Operator	Sacramento	July 21
Octavio Trujillo	Construction Equipment Operator	Sacramento	July 14
Paula Vona	Construction Equipment Operator	Stockton	July 21

2003 CCO Exam  
Sept. 21, Dec. 14

### 2003 CCO Practical Test

New CCO candidates and candidates who passed the written portion of the CCO exams should contact Theresa Brooks at (916) 354-2029, extension 232, to schedule an appointment or obtain information regarding Practical Test dates.

# DOWNTOWN UNDERGROUND

## ReTRAC puts railway below Reno's streets

Story and photos by Kelly Walker, managing editor

*For nearly 100 years, the city of Reno, Nev., has been dealing with the negative side effects of having a major railway cross through town, and now, the biggest little city in the world is on its way to getting relief for this century-old problem as it finishes the first phases of one of the biggest construction projects Reno's downtown has ever seen – the Reno Transportation Rail Access Corridor, or ReTRAC.*

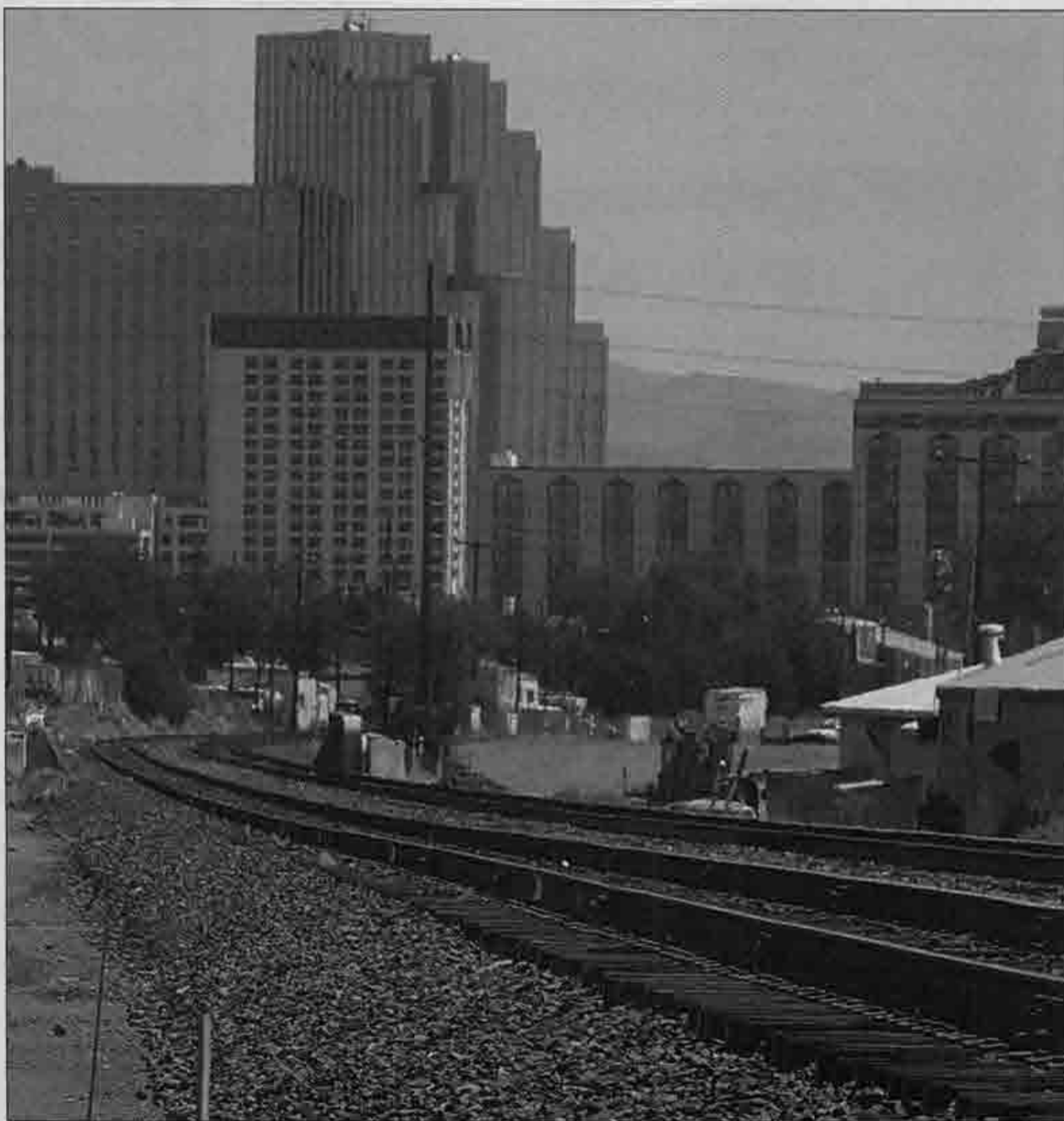
### The logistics

ReTRAC involves building a 54 feet wide, 2.25 mile long rail trench with an average depth of 33 feet, where the existing Union Pacific (UP) railroad that crosses through downtown business district of Reno will be relocated. The trench will hold two mainline tracks that will permit increased maximum train speeds of 60 mph. In addition, the ReTRAC team will build 11 cross streets over the trench as bridges, an access road adjacent to and on the south side of the tracks, and a temporary bypass track called a shoofly will be built to prevent interruptions in UP transportation, traffic, business activities and in the everyday lives of Reno's residents. The existing Amtrak Station will be improved as well.

Granite Construction serves as the general contractor on the job and will work hand in hand with subcontractors Condon Johnson, which will handle all bridge piling; TW Construction, which will handle the underground utility work; and Martin Iron Works, which will handle rebar. ARB is relocating Reno's high-pressure fuel line.

The ReTRAC crew will modernize the UP railroad step by step during a four-year period. The project encompasses three segments: the east end, the west end and the downtown area. ReTRAC's construction involves several stages beginning with design and the acquisition and leasing of property that might otherwise hinder progress on the shoofly. This is timely and can be quite complicated. Once this is done, demolition of buildings or other structures for the east and west segments of the shoofly takes place, and utilities are reinforced and relocated as necessary.

Next, the shoofly is constructed. This involves preparing the land, installing the track, warning devices and temporary traffic controls. UP should be on the shoofly by April or May of 2004. The trains are expected to run on the shoofly for about 18 months and should be operating in the trench



*By the winter of 2005, the stretch of Union Pacific railroad that runs through downtown Reno will operate in an underground trench. The tracks will start to go underground just outside of the city and will come back up 2.1 miles later on the other side of downtown.*

around Thanksgiving of 2005.

Once the shoofly is in use, the mass dirt work will begin. This marks the beginning of construction on ReTRAC's main element, the trench. This is the timeliest stage and requires the most construction hands.

The trench will be constructed in several cautious phases. Because it is going below ground level, it is necessary to work carefully with the water tables to ensure the stability of the trench walls.

Property must be acquired and leased for this

phase as well. The trench construction will be a major coordination effort as it is the city and Granite's goal to minimize the effects of ReTRAC on Reno residents, who are concerned about the project's effect on local businesses, traffic and themselves.

To minimize these effects, Granite developed precise traffic control and phasing plans, and the city's ReTRAC team, headed by Granite, began holding regular meetings with stakeholders (property owners, businesses and residents) in February 2001.

*Continued on page 12*



Operator Hal Hamlet works on compaction and cutting grade.



Blade hand Steve Michaelson takes a short break from a busy day of work.

## ReTRAC puts railway below Reno's streets

Continued from page 11

The team continues to communicate with stakeholders through meetings, direct mail and e-mail, its 24-hour information phone line and Granite's ReTRAC Web site, [www.RenoReTRAC.com](http://www.RenoReTRAC.com). The Web site features a five-week construction schedule and weekly traffic reports.

Superintendent Al Lord said Granite has maintained positive relations with the community, and he is confident that Granite can complete the ReTRAC project while keeping peace with the Reno community.

"I'm looking forward to taking on this challenge – to constructing ReTRAC with the least amount of disruption," Lord said. "To show the city that we can do this is going to be a great accomplishment."

Some provisions Granite worked into the construction schedule to minimize traffic impacts are that no two adjacent streets will be closed in the project area at one time; no more than three streets will be closed at any one time during the project; and construction will occur only Monday through Friday. Of the main streets in downtown Reno, Virginia Street, Keystone Avenue, Center Street and Sierra Street, only one will be closed at a time.

Once the trench is complete, the 11 bridge overcrossing structures and the two new mainline tracks must be constructed. UP trains are expected to be in the trench by the winter of 2005. Once this happens, cleanup work begins around the city, including removing the shoofly, restoring normal traffic flow and completing several projects to enhance aesthetics around the depressed tracks.

An ongoing step for ReTRAC is to survey the archaeological landscape of downtown Reno. The city hired MADCON Consultation Services to handle this task.

There is much for Granite to keep track of with this project, but Lord said that to date, the project seems to be running smoothly on schedule. The only delays have been caused by archaeological finds. Two cisterns that were used in the 1800s for fire fighting were discovered under the streets of downtown Reno, and the basement of the first African American night club in the city, the Harlem Club, also was uncovered.

### A railroad of opportunity

It is expected that ReTRAC will be completed in its entirety in the spring of 2006. Each stage leading up to completion requires countless hands to get the job done right. During this four-year period, it is expected that more than 5,000 workers will be hired for construction and indirect jobs.

For Local 3 members, the project is an ongoing opportunity. Lord said that at its peak, the project could employ about 200 to 250 craft hands, including about 20 to 25 operators.

Lord said the union workers on the ReTRAC project bring an impressive level of skills to the table.



Operators do finish work in preparation for the shoofly, which will serve as a bypass track.

"They receive excellent training and come to the job as qualified workers, and the apprentices are helping us develop a qualified workforce as well," Lord said.

ReTRAC also provides an opportunity for training. In an outreach effort to women and minorities, ReTRAC is sponsoring career fairs and ongoing workshops throughout the community. The program, which began in January, provides an opportunity for potential employees to determine which area of construction they are interested in. They then have the opportunity to meet with representatives of that trade.

Local 3 has been heavily involved in this effort. Reno Diversity and Training Program Manager Laura Dickey said Local 3's Nevada Joint Apprentice Committee Administrator Greg Smith has been key to getting this program going.

"Greg really spearheaded the movement with this class," Dickey said. "He's been excellent to work with."

Along with other crafts, Smith has represented Local 3 at two career fairs and three workshops, and he plans to attend more as the project progresses. Smith said ReTRAC's career program has been excellent not only for those seeking a career in construction, but also for Local 3.

"This benefits our local, not only by creating jobs, but by diversification and public relations through exposure to and education of what unions are really about and what we have to offer such as a living wage, good benefits, skills, training and more," Smith said.

Smith has presented at each of the workshops and each time he has received about 15 to 20 applications from interested career-seekers for Local 3's apprenticeship program.

In fact, Smith said that as of this August, the Nevada JAC was about 100 applicants ahead of where it normally would be at that point in the year, with a noticeable increase in women and minority applicants.

As an additional benefit, Smith said ReTRAC and Granite Construction pledged \$10,000 each toward matching funds for a grant application that the Local 3 JAC has pending with the State of Nevada Workforce Investment Board.

### Undeniable benefits

ReTRAC brings benefits for the Reno community as well. Anyone who has been held up in traffic because of a crossing train or has seen someone take an unnecessary risk to cross the tracks to beat an oncoming train can surely appreciate the coming of ReTRAC.



as the 2.1 mile ReTRAC trench is constructed.

The project eliminates delays caused by the UP railroad, reducing tension for drivers in the bustling downtown Reno area and making getting from one place to another easier and safer. This is true for pedestrians, pedestrian vehicles, taxis, buses and perhaps most importantly, emergency vehicles, whose response time will be significantly lessened with the absence of train traffic.

It also brings general benefits such as reducing noise caused by passing trains and train whistles, and faster trains take less time passing through town, so the duration of noise from trains will be significantly reduced. ReTRAC also allows for potential expansion across the railway trench, increases property tax revenues through increased residential, commercial and industrial property values, and is expected to improve the aesthetic quality of downtown Reno and improve air quality by reducing vehicle idling time.

Beyond these gains, perhaps the most important benefit ReTRAC offers is that it improves public safety. The volume of UP trains passing through Reno is expected to increase by about 14 to 24 trains per day within five years, and according to the Surface Transportation Board, this could cause fatalities from train accidents involving vehicles or pedestrians to increase from one death every 15 months to one death every 13 months. Once the train goes underground, the likelihood for fatalities will be significantly reduced. No longer will travelers be faced with the temptation to try to cross tracks before the train passes.

Lord said that as a citizen of Reno, ReTRAC's benefits are clearly visible.

"I think I'll personally benefit as a citizen," Lord said. "It will make the city safer, less polluted, easier to get around, and I think it'll definitely clean up the downtown area."

Blade Operator Arnold Quartz, who has worked as an operator for about 12 years and is not a Reno resident but has been staying with family in town, expressed similar sentiments.

"I can see that this project will help improve downtown and will definitely free up traffic," Quartz said.

## Maintaining safety

Upon its completion, ReTRAC will provide a safer downtown environment for residents and visitors to Reno, but in the meantime, its construction must remain safe.

Each jobsite is fenced off to keep the public safe. And for its construction hands, Granite has a regular safety program in place. In addition, every worker



An archaeologist records what was discovered below Reno's streets. Two cisterns from the 1800s and remnants of a night club were uncovered during some of the downtown digs.



Operator Jimmy Johnson talks to Vertical Drill Operator John Leffler about the day's work.

must be certified through a railroad safety course. If anyone plans to get within 25 feet of the railroad tracks, they must meet with the Form B flagman, who is in contact with every train that crosses through town each day. A train cannot pass through if it has not been approved by the flagman. The flagman gives workers a document called Form B, which details what tracks will be affected by train traffic that day. Workers must get a new Form B each day.

UP railroad security patrols the jobsite, and if anyone is found near the tracks without the proper certification and Form B, UP can impose a fine of up to \$25,000 for the employer and up to \$25,000 for the employee.

## A little bit of history

Although a new concept to many, ReTRAC has actually been in the works since the early 1900s. Around the time of the Great Depression, the United States Bureau of Public Railroads proposed for the railway to be elevated, but an engineer for the city instead recommended that the tracks be depressed to avoid creating a barrier through the city. By 1942, the Chamber of Commerce labeled the project "A No. 1 civic improvement for the readjustment period after the war."

A 1942 report explored options for relocating the tracks and determined they should not be relocated except to be lowered. At the time, the project was estimated to cost about \$1.4 million. Additional reports updating and analyzing the benefits and cost were published in 1944, 1968, 1972, 1976 and 1980.

Finally, in April 1996, the city, in conjunction with the UP and Southern Pacific railroads funded a "Railroad Merger Mitigation Alternatives" study, which identified alternatives, preliminary cost estimates and schedules. After the analysis, it was determined that ReTRAC was the best long-term value.

In November 1996, the city explored what it would take to construct the project and re-estimated its cost and schedule. In December 1998, the city finalized an agreement for the ReTRAC project.

ReTRAC received an immense amount of support from construction trade unions to get the project started.

Local 3 District 11 Business Rep. Steve Ingersoll, who represents Local 3 members working on the ReTRAC project, said Local 3's involvement was a major factor in getting the project into action. Around the time the project was being considered, the Reno City Council members were facing an election. Not all of the members supported the project. Local 3 got involved politically and successfully lobbied for council members who did support ReTRAC. All of the council members Local 3 supported were elected, and ReTRAC was approved.

The contract was awarded August 8, 2002, and the project broke ground Sept. 16, 2002.



## TECH NEWS

By Ed Wodzienski and Rob Jones,  
Tech Engineers & Inspectors  
Business Representatives

### Tech News from the valley districts

Despite a shaky economy and the state budget crisis, July 2003 found our surveying and inspection out-of-work lists very close to empty. Increased demand in the private and public sectors in Sacramento District 80 and Stockton District 30 has pulled in Tech Engineers from neighboring and distant districts. All the districts should see a definite

improvement in the work picture after the dust settles from the state budget crisis. Our skilled and mobile work force continues to give Local 3's signatory employers a distinct advantage over the non-union. I can't stress how important your willingness to follow the work, good work ethics and positive attitude contribute to our long-term success.



A survey crew works in Watsonville for Golden Pacific Surveys. From Left: Chairman Mike Sutherland, Chief Gilbert Escobedo and John Zamora, the apprentice on the crew.

district reports

## FROM SACRAMENTO

### Jobs keep Sacramento operators busy into next year

It has been a great season so far. There is a lot of work in the Sacramento District. DeSilva Gates picked up work worth more than \$60 million. The company looks at putting a shop in the Sacramento area. It has two jobs in Natomas, one in Antelope and recently started a job in Lincoln. DeSilva Gates keeps members busy working six-12s and some seven-12s.

Teichert has had a better year than ever with work worth \$208 million in the Sacramento District, more than \$95 million in Lincoln, more than \$140 million in Woodland, and it keeps bidding jobs to make the dollar amount even higher. They have numerous underground crews working in the Lincoln/Roseville area, which is a slow process digging through the lava cap. A 750 excavator with a ripper shank is lucky to get 200 feet a day in some spots. Members stay busy, and Teichert continues bidding jobs to keep them busy well into next year.

Ford Construction keeps more than 30 Operating Engineers busy on the Twelve Bridges project and moves thousands of yards of dirt with 37s and 51s. At one time it had more than 10 D11 CATs on the project ripping or being used as push CATs.

Granite goes strong on the I-80 Greenback project. It finished up one section and started the next. Granite has the I-80 Truckee project, which is going well. There are more than 60 Operating Engineers on the project. Granite and its subcontractors and R & L Brosamer - batching and laying concrete - keep more than 20 Operating Engineers busy this summer.

Frucon Construction from Ballwin, Mo., won the much-anticipated Consumnes Power Plant project. By the time you read this, the contract should be in place with work started. If you have questions about this project, call the district office.

McGuire and Hester work the Lincoln Way Improvement project in Galt. The job started in June 2002 and finishes April 2004. The two companies employ about 15 to 20 operators. Tennison and Electric will do the joint trench in mid-August, employing five or six operators. This makes for some good winter work.

On the organizing front, District 80 signed two new contractors: Barts Equipment and F.W. Carson Construction. Welcome to the Local 3 family.

We are happy to announce Cummins West gave Local 3 voluntary recognition, and as of this writing, we are in negotiations with the company on this 27-member unit.

We thank everyone who attended our district picnic this year. It was a great turnout. Thanks to Office Manager Cathy (Heather) Perez, Mary Averill and our newest addition, Nicki Mendes, for the great job they have done for the membership during these busy times.

Sacramento District Rep. Russ Burns and his wife, Laura, use cool towels to beat the heat.

Mark your calendar for the Semi-Annual meeting at the Sacramento Convention Center Sunday, Sept. 14 at 1 p.m.



From left: Doreen Sanchez, Financial Secretary Harold Lewis and Executive Board Member and Apprenticeship Coordinator Larry Braden are all smiles - before the afternoon heat kicked in.



From left: Retiree Louie Acosta visits with President and Asst. Business Manager John Bonilla.



Rec. Corres. Secretary Rob Wise listens to a retiree.



From left: Sacramento Asst. District Rep. Richard Marshall, Treasurer Frank Herrera and member Ernie Garcia caught in mid-conversation.



From left: Reno District Rep. Chuck Billings, Business Manager Don Doser and Vice President Bob Miller break from conversation to pose for a picture.



Teams line up for the water balloon-throwing contest.

## FROM ROHNERT PARK

## Work picture steadies in Rohnert Park

The first phase of Ghilotti Construction's Cloverdale Boulevard rehabilitation project nears completion. The paving crew put down the top lift to switch traffic onto the new section, enabling the grinding and underground crews to start the second phase. The timeline on this job is short. In mid-July, Ghilotti Construction started moving dirt on Kendall Jackson Winery's 163-acre reservoir in the Alexander Valley Foothills. Dirt Foreman Rich Dericco said about eight operators will move about 335,000 yards of dirt. It looks like some good overtime hours.

North Bay Construction continues work on the River Rock Indian Casino outside Healdsburg. The company and subcontractors Pacific Coast Drilling, Reliable Crane Services and Conco Concrete Pumping worked long hours in June and July. They've been drilling footings and setting I-beams to stabilize the hillside and expand the parking area for a multi-level garage.

North Bay Construction started work on the Sonoma County Los Gilagos Juvenile Detention Center. Most of the underground and some of the building pads were finished by the end of July.

Argonaut Constructors is about done with the parking lot expansion for the Sho-Ko-Wa Casino in Hopland, and it completed the Willits Ridge overlay on Hwy. 101. Oak Grove Construction has a number of small projects it's working on this month, including Hanzell Winery in Glen Ellen, Meauritson Winery in Healdsburg, the Harvest Apartment development in Santa Rosa and the Santa Rosa School District's fire-line

improvements. Oak Grove Construction President Roger Hermismeyer reports that Doug Hamilton came on board as vice president.

## District 10's musings and tidbits

Congratulations to Clarence Lua and Erica Kammeyer. The families had a garden wedding reception March 29 in their backyard in Rohnert Park. They are expecting their first child soon. Congratulations and best wishes for many happy years together.

Reminder: Our next quarterly district meeting is Thursday, Sept. 4 at 7 p.m. in the Operating Engineers building (in the upstairs meeting room), 6225 State Farm Drive, Rohnert Park.

There are two retiree meetings Thursday, Sept. 4. One is at the Lakeport Yacht Club at 55 Fifth St. in Lakeport at 10 a.m. The other is at Luther Burbank Center at 50 Mark West Springs Road in Santa Rosa at 2 p.m.

Mark your calendars for the Semi-Annual meeting Sept. 14 at the Sacramento Convention Center. If you want to take a bus to the Semi-Annual, please call the Rohnert Park District office at (707) 585-2487. If enough people are interested, we will reserve a bus for transportation to the meeting from the Operating Engineers building in Rohnert Park, 6225 State Farm Drive, Suite 100.

Remember to think safe and be safe.

## FROM HAWAII

## CATs cleanup adopted highway on Oahu

Oahu Operating Engineers Community Action Team (OE CAT) members participated in Hawaii's Adopt-A-Highway program July 12. CAT Captain Pane Meatoga and CAT Driver Adrian Keohokalole organized the event, which started at 9 a.m. and concluded with a potluck lunch. Four times a year, CAT participants pick up trash on their two-mile stretch of highway. Our thanks to the CATs who participated in making Oahu a bit cleaner.



Oahu OE CAT troops move out.



Kneeling, from left: Annette Ferris with daughter Evone Ferris, Pane Meatoga, Clinton Kaaialii and George Tumoteo. Second row, from left: Paul Meatoga, Rense Rapoza, Zelka Harvest, Stacelynn Eli, Clyde Eli Jr., Coty Eli, Thomas Kaaialii and Daniel Eli. Third row, from left: Rita Meatoga, Hamona Dowell, Christine Barrozo, Sparky Sevigny, Danny Nelson and Kapu Eli. Back, from left: Nephi Meatoga, Michael Brandt, Michael Beyer and Larry Carmack.

ADOPT A HIGHWAY  
LITTER CONTROL  
NEXT 2 MILES  
OE CAT LOCAL 3 UNION

## Faces in the field



From left: Hawaii Ocean View Estates roadway crew members Jeff Anderson, Rudy Kaupu, Crispin Navarro and Matt Kaupu.



Operating Engineer Brett Crockett runs the pre-stress wire-wrapping machine on the two-million-gallon water reservoir being constructed by DYK in Kona, Hawaii. Oiler Joseph Pacheco Jr. and Crane Operator Russell Hall also work at the site. Inset: Contractors and county personnel watch the wire-wrapping machine in action at the DYK worksite July 24.

## FROM EUREKA

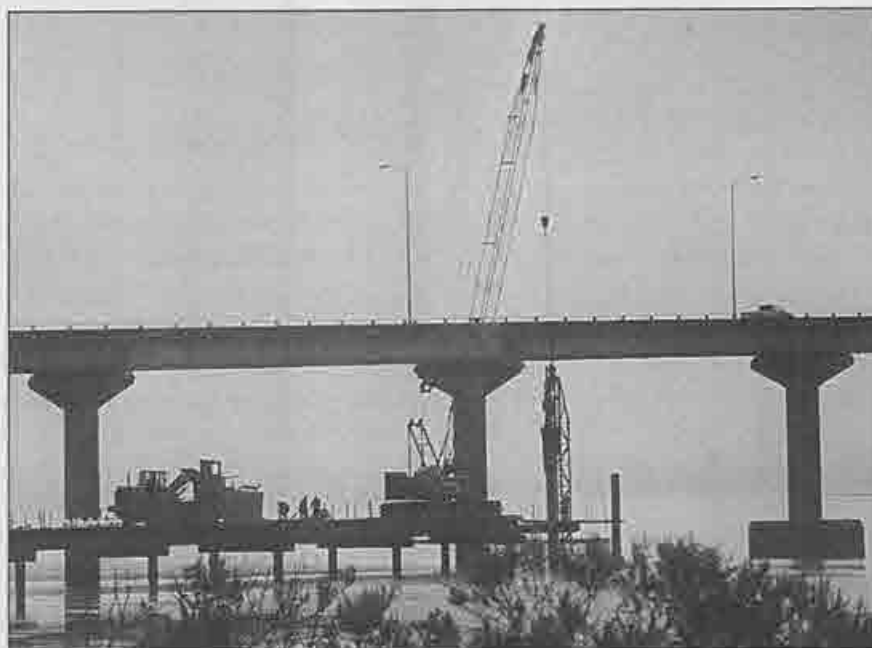
**Eureka construction work slow; bridge work bustles**

Even though construction work in Eureka is nearly at a standstill, we have some bridge jobs. American Civil Constructors/West Coast Bridge has the Samoa Bridge \$22 million retrofit project. Mercer Fraser has two small bridge retrofits west of Willow Creek on Hwy. 299. JF Shea works a retrofit over Mad River near Blue Lake. John N. Peterson has a bridge job near Bridgeville. Shasta Constructors and subcontractor Green Right-Of-Way build a new bridge west of Garberville. These jobs keep some hands working.

**The North Coast Restoration and Jobs Initiative**

In the past it was us against them, working folks against environmentalists. We never saw eye to eye. That is now changing. Organized labor and environmental community leaders in the Eureka District formed an organization called the North Coast Restoration and Jobs Initiative (NCRJI). A project of the Oregon-based Alliance for Sustainable Jobs and the Environment, the NCRJI is committed to building a restoration-based economy in Northern California through joint research projects, project planning and collaborative dialogue. NCRJI members will work together to provide local communities with highly skilled workers, living wages and quality jobs while restoring natural ecosystems.

During peak season in Humboldt County last year, more than 100 heavy equipment operators worked on restoration jobs, but few belonged to Local 3. These operators worked to control sediment by decommissioning old log-



*The Manitowoc driving pile on the Samoa Bridge retrofit project.*

ging roads, improving fish passage by replacing culverts and implementing in-stream rehabilitation projects, in addition to other ecologically restorative activities. This was done to restore area roads and streambeds to their former conditions. North Coast residents have witnessed what "status quo" timber harvesting, industrial, farm and dairy methods have done to the area. Sediments filled our rivers because of unprotected banks and improper stream and road conditions. Just ask someone who fished our rivers a few years ago how current conditions compare.

Environmentalists listened to our concerns about workers' wages on these restoration projects, and they realized skilled workers

should earn a livable wage. Those in the labor movement found that they and the environmental community share most of the same ideals and purposes. Far too many people on the North Coast believe that if wages are increased we will lose our quality of life. Try to figure that one out.

One of the most interesting things about the NCRJI is the process through which jobs are awarded. Most of the jobs are awarded through grants rather than contract-bidding channels. Because of this, a number of contractors were not notified about upcoming jobs. We conversed with some of the awarding agencies and gained insight on the grant process. A couple of these agencies have been extremely cooperative because they realize that the more contractors competing for a grant or bid, the better price they get. We notified some of our local signatory contractors about an upcoming

job, and the local non-union contractor looked dumbfounded when four of our signatories showed up to walk the proposed jobsite. This non-union employer won a number of jobs just because it showed up. We are going to change that.

One of the hurdles we have to cross is the experience matrix required by the State Parks and Recreation Department. It requires contractors to prove operator experience in three areas. The operators must have between 500 and 1,500 hours performing restoration projects. They need hours working on steep terrain and on particular pieces of machinery. In most cases this would not be too difficult for an employer to prove, but in this case the employer must furnish the names of the employee's former employers, and then the former employers must verify the dates, hours, conditions, jobs and equipment the employee operated. The state calls each contractor the employee lists to verify his or her experience.

The Eureka District met with Department of Parks and Recreation Associate Engineering Geologist Brian Merrill in an attempt to establish a clearinghouse whereby Local 3 employers could locate dozer and excavator operators with compulsory, verifiable experience. Merrill agreed to assist Local 3. The majority of the restorations will use dozers and excavators. The Eureka office has operator experience summary sheets for anyone interested in this type of work. Hopefully our bridge building will help employ more Local 3 operators.



*John N. Peterson Foreman Jim Mabe lines out Dozer Operator Gary Windbigler on a bridge job south of Bridgeville.*



*From left: Redding Executive Board member Stan Green and Crane Operator Troy Poff on Shasta Constructors' bridge job near Garberville.*



*The Green Right-Of-Way dirt crew subcontracting for Shasta Constructors on the Garberville job. From left: Operator Aaron Morgan, Dozer Operator Charles Hatherill and Foreman Steve Bray.*



*Excavator Operator Chris Coughlin works on the bridge south of Eureka near Garberville.*

# FROM YUBA CITY

## Granite workers recognized for accident-free two years

District 60 congratulates Granite Construction in Oroville for a job well done. Foreman John Weimer and Area Manager Steve McCracken received a certificate of special recognition for no accidents in two years. We're proud of our brothers and sisters. Safety should top all members' lists.



Holt of California runs strong. Patterson Sand and Gravel runs two shifts and looks forward to a profitable year. It anticipates adding a third plant next season. Baldwin Contracting rocks and rolls with several jobs worth more than \$1 million, including Hwy. 99, the Shanghai Bend development in Yuba City, Hwy. 70 in Beckworth, Olive Street in Oroville and work in Quincy. Baldwin Quarry in Hallwood runs strong.

Teichert's plant in Marysville is close to production as construction nears completion. Teichert's Hallwood plant runs two shifts. Teichert acquired Cal Sierra's assets, which includes draglines and large dredges. We welcome the new members this acquisition brings to Local 3's growing family. With these changes, Teichert is a major player in the future of the

*First-step Apprentice Keven Williams models the first-place prize he won in a crane simulator contest in Las Vegas, Nev. Williams is one of the 30 apprentices from District 60 who is doing a fine job working and volunteering for the Operating Engineers Community Action Team (OE CAT). Williams works for Shimmick/Olsen at the water treatment plant in Sunol. He was trained by his father, Dale Williams, on excavators, backhoes and cranes.*

Yuba Goldfields development. Collet Construction works in Marysville on a subdivision development and started work on the Grey Hawk job at Beal Air Force Base. Syblon Reid starts a more than \$1.1 million job in Oroville that requires 5,415 lineal feet of sanitary sewer pipeline and manhole work. ACC/West Coast Bridge goes strong on Hwy. 70 bridge work and continues work at Pulga and Grizzly Creek. Blaisdale works in Dixie Creek.

DeSilva Gates runs strong on Hwy. 70 and sets up a hot plant in Marysville to supply upcoming jobs. Norcal members expand operations to Grass Valley to prepare for growth in District 60. Norcal acquired a garbage transfer station, adding six new members to Local 3. Department of Water Resources, Caltrans and California Department of Forestry members prepare for 2004 negotiations. As we all know, the state budget is a major factor in funding these organizations' operations.

District 60 reminds members the next Semi-Annual meeting is Sunday, Sept. 14 at the Sacramento Convention Center. Doors open at 10 a.m., and the meeting starts at 1 p.m. We hope to see you there.

# FROM UTAH

## Donated equipment upgrades JAC training site

Congratulations to Crusher Operator Evan Nielsen, who recently received his 35-year pin. Nielsen is a loyal Local 3 member and an excellent employee for Fife Rock Products.

In July 2000, Wheeler Machinery allowed the Utah Joint Apprenticeship Committee (JAC) to relocate and train on a portion of its property behind the CAT rental store. In September 2000, we moved equipment and inventory from storage sites in Spanish Fork and Payson to the Wheeler site.

After downsizing our inventory and clearing out the items not being used, we have a well-maintained equipment line and a clutter-free training site for appren-

tice and journey-level operators who wish to upgrade their skills. Recently the JAC acquired a 135 A Komatsu dozer that needs some work and a Bucyrus Erie crane/dragline. Through teamwork, which Business Manager Don Doser and the officers stress with Local 3 staff, Rancho Murieta Training Center Director Curtis Brooks gave the JAC a 218 Link Belt crane (lattice boom) for training and National Commission for Certification of Crane Operators testing.

It is the JAC's intention and responsibility to upgrade and improve its training capabilities for the membership and the industry.



From left: Wyoming Apprentice Jason Snow practices with Apprenticeship Trainer Ken Bailey.



## FROM RENO

**Health facility expansion employs nearly 400 operators**

The Nevada District thanks the retirees, active members and volunteers who helped make the Reno picnic a success. It was a fun time for all to see old friends, make new ones and to enjoy the sunshine and great food.

The work picture is good in Truckee Meadows with Granite working downtown on the ReTRAC project. Frehner works on the Spaghetti Bowl and on U.S. 395 south of Reno. TW finishes dirt work on the new Spanish Springs Middle School and its work continues at Incline Village.

Work began on a \$160 million expansion of Saint Mary's Health Network's downtown facility.

The project includes a 200,000 square foot six-story building for offices and outpatient services, which is scheduled for an October 2004 completion. A five-story patient tower with a resource center, dining area, pharmacy, women's center, surgical area and laboratories is scheduled for completion in 2007. An emergency room expansion adding 38,000 square feet that will double the number of beds to 50 and a new intensive care unit above the emergency room with 30 beds are scheduled for completion in July 2005. A seven-story parking structure with 1,086 spaces will finish September 2004. The project employs more than 350 workers from 16 con-

tractors. Q&D Construction from Sparks is the general contractor.

In the eastern part of the state, Frehner works on two jobs in Wells, and it paves in Baker. RHB finishes Harrison Pass and its I-80 paving job outside Elko, and it started a job in Lovelock. Canyon Construction works four crews in McGill Ruth on its \$1.7 million sewer project. Ames Construction works at Leevill and works crushing crews at Barrick.

Remember: The Elko monthly meeting is the second Tuesday of the month at 6 p.m. in the Elko District office.

Have a safe and productive season.

## FROM STOCKTON

**Stockton picnic goers enjoy mild summer weather**

Once again, Stockton District picnic attendees enjoyed excellent weather, great food and even better camaraderie. The heat wave relented in time to provide an ideal setting under the shade trees of Mcke Grove Park in Lodi, Calif. Members, retirees and their guests enjoyed visiting with each other and with Rec. Corres. Secretary Rob Wise, state Sen. Mike Machado and Ann Johnston, one of Machado's staff members.

The horseshoe tournament attracted a large group of competitors and onlookers. Director of Foundation for Fair Contracting Jim Aja and Oakland Business Rep. Jim Rodriguez hit the most three-point ringers and won first place. Kids enjoyed the SpongeBob jump house and the clowns with balloons and face paints. Some of the great raffle prizes included an air compressor, Copperidge wine, gift baskets and a wagon.

A successful picnic requires willing and capable volunteers to assist union staff, and we are fortunate to have some of the best volunteers in the business. Thank you to all who attended. We plan to make next year's picnic even better, and we hope to see you there.



From left: Rec. Corres. Secretary Rob Wise talks to retired Business Rep. Bob Blagg.



From left: Stockton District Rep. Tom Aja and Business Rep. Roger McPeeters.



From left: Journey-level operator Tim King and Executive Board member and Apprenticeship Coordinator Larry Braden roared into the park on their motorcycles.



The horseshoe tournament in full swing.



From left: Leo Loduca, Wayne Horton, Don Troxell and Ken Horton watch the horseshoe tournament.

See more Stockton District picnic pictures at [www.oe3.org](http://www.oe3.org).



# OFFICIAL NOTICE

## ELECTION RESULTS OF OFFICERS AND DISTRICT EXECUTIVE BOARD MEMBERS

### Unopposed Candidates

#### OFFICERS

Business Manager	Donald R. Doser
Vice President	Bob Miller
Recording-Corresponding Secretary	Robert "Rob" Wise
Trustee	Russell E. Burns
Trustee	Carl Goff
Trustee	Walt Powers
Auditor	Fred Herschbach
Auditor	James K. Sullivan
Auditor	Roger Wilson
Conductor	Ras M. Stark Jr.
Guard	Curtis Brooks

#### EXECUTIVE BOARD MEMBERS

District 01	Raymond J. Mangini
District 04	Steven Lockett
District 10	Patrick O'Halloran
District 20	Andrew M. Lagosh
District 30	Tacho Zavala
District 40	Michael Johnson
District 60	Dennis Moreland
District 70	Stanley Green
District 80	James Graham
District 11	Howard W. Luzier
District 12	Glenn Smith
District 15	Lloyd Welty
District 17	Hollinger Abbey

### Election Results

Candidate	Votes	%
<b>President</b>		
John Bonilla	5,568	73.2
Tom Romero	2,036	26.8
<b>Financial Secretary</b>		
Harold K. Lewis	5,652	74.3
Lew Bratton	1,956	25.7
<b>Treasurer</b>		
Frank Herrera	5,438	71.6
Larry D. Memmott	2,162	28.4
<b>Executive Board Member – District 50</b>		
Larry Braden	254	71.1
Bob Marsh	103	28.9
<b>Executive Board Member – District 90</b>		
Michael R. Sierra	427	66.0
Greg Tedesco	220	34.0

### Certification of Election Results from Lindquist LLP

The nationally known accounting firm of Lindquist LLP conducted the election. Its report, in part, contained the following:

We have monitored the tabulation of the ballots cast by members of the Operating Engineers Local Union No. 3 in the Aug. 26, 2003 election of officers and district Executive Board members. The procedures we followed in connection with the mailing, receipt and counting of the ballots were in accordance with the applicable provisions of Article XII, Section 3 of the Bylaws of the Operating Engineers Local Union No. 3.

Pursuant to Article XIII, Section 7 of the Local Union Bylaws, Robert L. Wise, Recording-Corresponding Secretary, cast one ballot for each unopposed candidate in the election of officers and district Executive Board members.

The total number of ballots received, ballots challenged, and ballots determined to be invalid for any reason are indicated in our report and, in our opinion, accurately present the results of the election based on the ballots received.

Regarding members' questions about write-in votes, please note that under our Bylaws, there is no provision for tallying ballots cast for ineligible nominees. The Bylaws specifically provide that once the nominations are submitted in June, the Election Committee then rules on the eligibility of each candidate "...and the ballots [are] prepared accordingly." There is no provision in our Bylaws for writing in additional candidates thereafter, and no provision for electing candidates found by the Election Committee to be ineligible.



## DISTRICT MEETINGS

## SEPTEMBER 2003

- 4th District 10: Rohnert Park, CA  
Engineers Building  
6225 State Farm Drive
- 9th District 17: Honolulu, HI  
Washington Inter.  
School Cafeteria  
1633 S. King St.
- 10th District 17: Maui, HI  
Maui Beach Hotel  
170 Kaahumanu Ave.  
Kahului, HI
- 11th District 17: Kona, HI  
King Kamehameha Kona  
Beach Hotel  
75-5660 Palani Road  
Kailua-Kona
- 11th District 20: Oakland, CA  
Warehouse Union Local 6  
99 Hegenberger Road
- 18th District 90: San Jose, CA  
Masonic Hall  
2500 Masonic Drive

## OCTOBER 2003

- 2nd District 30: Stockton, CA  
Italian Athletic Club  
3514 Cherryland Drive
- 9th District 04: Fairfield, CA  
Engineers Building  
2540 N. Watney Way
- 15th District 15: Casper, WY  
Engineers Building  
4925 Wardwell  
Industrial Drive
- 16th District 12: Ogden, UT  
Marriott Hotel  
247-24th St.
- 16th District 80: Sacramento, CA\*  
ILWU Local 17 Hall  
600 4th St.  
West Sacramento
- 21st District 40: Eureka, CA  
Red Lion Hotel  
1929 4th St.
- 22nd District 70: Redding, CA  
Engineers Building  
20308 Engineers Lane
- 23rd District 60: Yuba City, CA  
Sutter-Yuba Board of Realtors  
1558 Starr Drive

## NOVEMBER 2003

- 6th District 01: Novato, CA  
Inn of Marin  
250 Entrada
- 6th District 11: Reno, NV\*\*  
Engineers Building  
1290 Corporate Blvd.
- 20th District 50: Fresno, CA  
Cedar Lanes  
3131 N. Cedar

\* Location change \*\* Date change

## Reminder:

## Bring your dues card

Rec. Corres. Secretary Robert L. Wise reminds you to carry your current Local 3 membership card as proof of good standing and identification as a member of Local 3. Having a current card with you allows you to participate and vote at meetings.

## Local 3 records history

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



## RETIREE ASSOCIATION MEETINGS

Retirees, please take note: The final round of Retiree Association meetings for 2003 has begun. Check the schedule below, come out and get together with friends you've worked with over the years, and take the opportunity to make new friendships. The Local 3 officers, Trust Fund and Credit Union staff will be there to answer your questions and hear your concerns, and in turn, we will bring everyone up to date on the latest with the union and its benefit plans. Refreshments will be provided. See you at the meeting.

## Lakeport

Thursday, Sept. 4 10 a.m.  
Yacht Club  
55 5th St.  
Lakeport, CA

## Rohnert Park

Thursday, Sept. 4 2 p.m.  
Luther Burbank Center  
50 Mark West Springs Road  
Santa Rosa, CA

## Concord

Tuesday, Sept. 16 10 a.m.  
Concord Centre  
5298 Clayton Road  
Concord, CA

## Oakland

Wednesday, Sept. 17 10 a.m.  
Oakland Zoo - Snow Bldg.  
9777 Golf Links Road  
Oakland, CA

## Watsonville

Thursday, Sept. 18 10 a.m.  
Ramsay Park  
1301 Main St.  
Watsonville, CA

## San Jose

Thursday, Sept. 18 2 p.m.  
Masonic Temple  
2500 Masonic Drive  
San Jose, CA

## Modesto

Thursday Oct. 2 10 a.m.  
Tuolumne River Lodge  
2429 River Road  
Modesto, CA

## Stockton

Thursday, Oct. 2 2 p.m.  
Italian Athletic Club  
3514 Cherryland Drive  
Stockton, CA

## Fairfield

Thursday, Oct. 9 2 p.m.  
Operating Engineers Building  
2540 N. Watney Way  
Fairfield, CA

## Sacramento\*

Thursday, Oct. 16 2 p.m.  
ILWU Local 17 Hall  
600 4th St.  
West Sacramento, CA

## Auburn

Thursday, Oct. 16 10 a.m.  
Auburn Recreation Center -  
Lakeside  
3770 Richardson Drive  
Auburn, CA

## Eureka

Tuesday, Oct. 21 2 p.m.  
Red Lion Hotel  
1929 4th St.  
Eureka, CA

## Redding Meeting and potluck

Wednesday, Oct. 22 1:30 p.m.  
Frontier Senior Center  
2081 Frontier Trail  
Anderson, CA

## Yuba City

Thursday, Oct. 23 2 p.m.  
Sutter-Yuba  
Board of Realtors Building  
1558 Starr Drive  
Yuba City, CA

## San Francisco - San Mateo

Thursday, Nov. 6 10 a.m.  
Machinists Hall  
1511 Rollins Road  
Burlingame, CA

## Novato

Thursday, Nov. 6 2 p.m.  
Inn Marin  
250 Entrada Drive  
Novato, CA

## Fresno

Thursday Nov. 20 2 p.m.  
Cedar Lanes  
3131 N. Cedar  
Fresno, CA

\*Location change

## INSTALLATION NOTICE

In accordance with Article XII, Section 3(g) of the Local Union Bylaws, the 2003 Installation of newly elected Local 3 officers and Executive Board members is scheduled as follows:

DATE: Sunday, Sept. 14, 2003  
 TIME: 1 p.m.  
 PLACE: Sacramento Convention Center  
 Hall A  
 Sacramento, CA

## Congratulations 51-plus member

The following member was inadvertently omitted from the December *Engineers News*.

**63 YEARS OF MEMBERSHIP**  
 Arnold Zehnle 04/37

## HONORARY MEMBERS

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

Joe Aidnik .....	0845492	Joseph Hui .....	1324992
R. Alo .....	1335228	Jim Kincaid .....	1235181
Dennis Ashlock .....	1324922	H. B. Littlejohn .....	1229875
Kenneth Brockman* .....	1226178	Edward R. Navas .....	1317616
Edward Fadeley .....	1264989	Frank Rose .....	1166644
Curtis Flowers .....	0731140		

\* Effective July 2003



Scholarship winners Rachel Mullen, Patrick Lau, Maria Magaña and Carlos Hernandez and their parents celebrate with Local 3 officers after the scholarship award ceremony July 20. First-place winners Mullen and Hernandez were awarded \$3,000 scholarships, and second-place winners Magaña and Lau each received \$2,000 scholarships. All four winners are eligible to receive an additional \$500 during their second, third and fourth years of school if they remain full-time students at a U.S. college or university.

## 2003 Academic Scholarship Winners

The winners were chosen based on their application, letters of recommendation and an essay about why unions are good for America. If you are interested in reading the first-place essays, visit [www.oe3.org](http://www.oe3.org).

An additional 20 \$500 scholarships were awarded on a random-draw basis. Local 3 has been awarding random-draw scholarships since 1997 and academic scholarships since 1968.

## Departed Members

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

Allmendinger, A .....	Sandy, UT .....	07-02-03
Barnson, S .....	Sandy, UT .....	05-23-03
Bright, Michael .....	Elk Grove, CA .....	06-22-03
Cartwright, Donald .....	Pinole, CA .....	07-20-03
Decker Jr., R. ....	Sparks, OK .....	07-14-03
Dunnavant, John .....	Lower Lake, CA .....	05-18-03
England, Thomas .....	Sulphur Springs, TX .....	05-25-03
Ewart, Steve .....	Castro Valley, CA .....	07-19-03
Greenwood, Paul .....	Sonora, CA .....	06-25-03
Henson, Doyle .....	Bakersfield, CA .....	06-21-03
Holden, Fred .....	Laramie, WY .....	05-30-03
Hunt, Fred .....	Hornbrook, CA .....	07-15-03
Jaynes, Lyle .....	Sublimity, OR .....	06-28-03
Jones, Robert .....	San Jose, CA .....	07-02-03
Migita, Harry .....	Kaneohe, HI .....	06-19-03
O'Brien, John .....	Sacramento, CA .....	06-21-03
Perdue, Robert .....	Farmington, NM .....	06-01-03
Prince, C. ....	El Paso, TX .....	12-31-00
Reed, Fred .....	Hayward, CA .....	06-26-03
Slavich, Lynn .....	Wilton, CA .....	07-07-03
Tappe, Fred .....	Reno, NV .....	07-11-03
Troche, John .....	Fremont, CA .....	05-28-03
VanPatten, Lloyd .....	Lookout, CA .....	06-18-03
Wilson, Brad .....	Madera, CA .....	06-22-03
Wilson, Clarence .....	San Pablo, CA .....	06-27-03

## Deceased Dependents

Crutchfield, Karen, wife of Crutchfield, Allen R. ....	07-15-03
Dutra, Nuncio, son of Dutra, Richie A. ....	06-30-03
McCurdy, Jason, son of McCurdy, Leonard J. ....	01-24-03
Northrop, Kathryn, wife of Northrop, Jeffrey .....	07-14-03
Toms, Della, wife of Toms, Elmer .....	07-15-03
Akao, Amy, wife of Akao, Ernest K. ....	07-04-03
Cox, Louise, wife of Cox, Albert .....	06-20-02
Dutra, Deolinda, wife of Dutra, Edward (dec) .....	06-21-03
Gallup, Helen, wife of Gallup, Joel (dec) .....	07-16-03
Harper, Marjorie, wife of Harper, Leonard J. ....	04-13-01
Lechner, Jane, wife of Lechner, Raymond (dec) .....	07-09-03
Marazzo, Shirley, wife of Marazzo, Nick (dec) .....	05-19-03
Miller, Nellie, wife of Miller, Marion (dec) .....	07-28-03
Mills, Ina, wife of Mills, Milo F. (dec) .....	07-02-03
Nicolosi, Caroline, wife of Nicolosi, Salvato (dec) .....	06-09-03
Parker, Louise, wife of Parker, Howard .....	06-25-03
Parker, Bee, wife of Parker, Merle .....	07-01-03
Schnoor, Shirley, wife of Schnoor, Clyde R. ....	07-14-03

**SwapShop ads** are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate, and are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in **SwapShop**. *Engineers News* reserves the right to edit ads. No phone-in ads please. Deadline 1st of the month. Limit two ads per issue.

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

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

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

**Or e-mail to:  
webmaster@oe3.org**

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

**FOR SALE:** 1968 Ford LTD 302 auto transmission, runs good. 2 door hard top. Good rubber. Needs vinyl top repair. \$250/obo. 408-265-7164. Reg. #1941657

**FOR SALE:** Chevy '86 Southwind motorhome. 454 engine. 92,000 miles. One owner. Kept indoors. Rebuilt transmission. New tires, headers, H2O pump, hoses & belts, carpet, alternator, brakes & rotors. Driver's side door. Air bags, awnings, roof & dash air. CB antenna, 1500 watt generator. Excellent condition. Asking \$19,000. 831-637-2464. Reg. #1586184]

**FOR SALE:** '85 Ford Bronco II, 4 wheel drive. AC, 5 speed trans, V-6 engine. Blue Ox draw bar. Good condition. Asking \$2,000. 530-241-8162. Reg. #0598600

**FOR SALE:** Country home on 20 ac. 2874sq.ft living, 1728 sq.ft. attached garage. 3 or 4 bedrooms, formal dining room, library or office, 16'x32' family room, 2 baths, wood stove and pellet stove. Storage shed, landscaped fenced area. 40 minutes east of Carson City, NV. \$291,500. 775-629-0245. Reg. #1171933

**FOR SALE:** 1926 John Deere tractor, antique, steel wheels, needs restoring. \$3,000. 209-862-0944. Reg. #1199172.

**FOR SALE:** 1969 Chevy Impala 2 door hardtop. Runs, but needs restoration. \$900. 775-629-0245. Reg. #1171933

**FOR SALE:** 1980 El Camino, 6 cylinder, automatic, only 95,000 miles, bucket seats, p/s, p/b, camper shell. \$2,800/obo. 650-348-5532. Reg. #1003161

**FOR SALE:** John Deere Excavator 690B. Low hours, extra buckets, \$18,500/obo. 1998 Chevrolet Silverado pickup. Extended cab. V-8, p/s, AC, 155k miles. New transmission just done. \$9,500/obo. 831-726-2118 or 831-840-3429. Reg. #214474

**FOR SALE:** 2001 Yamaha Blaster. Great condition. Looks and runs great. FMF pipe, extended axle, boyesent rad valve, aluminum DG handle bars, DG front and rear bumper, DG nerf bars, polished aluminum Douglas wheels, matching ceet seat cover. Must see to appreciate! \$4,000/obo. Must sell. 209-838-0709. Reg. #2344221

**FOR SALE:** 1983 Seaswirl. Great condition. Looks and runs great. CD player. Two boxed 6x9 speakers, two 5" speakers, fish finder, trolly motor, fish platform, ladder, ski's, jackets, wake board, etc. Great for fishing and skiing. Dependable. OMC I/O. 662 original hours! Must see to appreciate. \$4,300/obo. 209-838-0709. Must sell ASAP! Reg. #2344221

**FOR SALE:** Dodge 318 cu in. motor home with very low mileage. Good tires, 3 gas tanks. Doesn't need smog every year. A good dependable unit. Sacrifice \$1,995. 530-243-4302 after 6:00 p.m. Reg. #0865537

**FOR SALE:** 1985 T-Bird V6 engine, all power, good tires and custom wheels, like new inside. A nice car in good condition. Sacrifice \$1,495. 530-243-4302 after 6:00 p.m. Reg. #0865537

**FOR SALE:** For 8ft bed pop up camper shadow cruiser. 1990 new fridge 3 way 3 burner stove, porta pottie. Asking \$4,000. Good condition. 925-684-2408. Reg. #1020129

**FOR SALE:** 1973 Airstream Land Yacht, 31ft. 707-994-3432. Reg. #1166487

**FOR SALE:** 93 Lance 980 cab over camper 11'3". Fully self contained, 105hrs on built in generator. AC, microwave, full dry bath w/shower, queen bed, bunk over dinette, sleeps 5, mini blinds, electric jacks, large storage pod on top. Never smoked in. Excellent condition. \$6,000. 707-578-4515. Reg. #2141866

**FOR SALE:** 95VW Jetta GL, 4cyl, 5sp, AC, electric moonroof, good condition. Excellent MPG. \$5,000. Also 96 Ford Windstar GL, AC CC, PW, PDL 7 passenger, tinted windows, runs good, fair condition. \$4,200. 707-578-4515. Reg. #2141866

**FOR SALE:** 1969 Dodge 200 - crew cab, long bed, AT, PB, AC, PS, toolbox, 110 gallon fuel tank with electric pump and meter. Partial conversion to 4x4. Mounted on W300 suspension with rebuilt axles. Need 383 engine. Lot of extra parts included! A must see! Excellent work truck and off roading. \$4,000/obo. 707-446-6701. Reg. #1373022

**HOME FOR SALE:** Lovely 2 story home in cul-de-sac in Sacramento County. 4bd/2.5 bath, approx. 1800+sf, built in 1988, garage, central heating. \$259,900. Call for more info. 510-676-3667. Reg. #2474969

**MOVING SALE:** 3pc black lacquer china cabinet, black lacquer coffee & round side table, cream lacquer 3pc bedroom set, day bed w/mattress, dinette table w/4 chairs and hutch and glass serving cart on wheels w/gold trim. Call 510-676-3667 for price/obo. Reg. #2474969

**FOR SALE:** 2002 Honda Shadow Spirit. 500mi. \$6,000. 1972 Chevy Pickup. Runs, needs work. 831-637-2625.

**WANT CLEAR SKY:** 1500 sf 4bd house, 3 car garage on 1/3 acre. \$110,000/obo. 208-663-4802. Reg. #1003457

**FOR SALE:** '95 Dutchmen 36' travel trailer; dual a/c (one is roof ducted), ducted heat, queen bed, 40 gal. water heater, full size jetted tub, computer station, washing machine, 13ft slide-out. \$14,500/obo. 775-673-3193. Reg. #1369144

**FOR SALE:** '96 Escaper 27' fifth wheel with slide-out and F250 Ford pickup. Asking \$32,500 for both. 559-275-6283. Reg. #0689310

**FOR SALE:** '98 Dodge Ram 1500 5.2 V-8 automatic, towing package, air, cruise, tilt, power locks, AM/FM/cass, dual air bags. Bed liner, tonneau cover, tinted rear slider, new brakes and tires. 1 owner. Well maintained, 100,000 highway miles. Looks and runs excellent. \$6,900/obo or trade? 209-834-8888. Reg. #281818

**FOR SALE:** Fishing, trolling motors, two, \$100 each. Four covers for 16" tires \$15 each. All four for \$40. Two covers for top air conditioning units on motorhome \$15 each, both for \$20. Transmission disconnect for 150 Ford pickup 6ft bed, \$200. Bicycle rack \$25. 510-656-1963. Reg. #1230135

**FOR SALE:** Pace Arrow 336 Ford 460 blu camera. Hyd. Levelers, dsl-electric water heater 7000 generator 2-tv's driver side door 57,000 miles micro/convection oven \$28,950. Also, Colorado

River Adventure membership 7 parks, needles, Lake Havasu, Emerald Cove, Yuma, KQ Ranch, Cherry Valley & El Golfo \$1,800 and transfer fee. 541-412-0257. Reg. #1913423

**FOR SALE:** 1972 Orion Jet Boat, 18ft, very clean and fast. 455 Olds, Berkeley Jet, awesome paint job and color scheme, \$3,500. Great deal. 707-217-2600. Reg. #2489005

**FOR SALE:** 1990 Kawasaki Jet Ski needs starter. Runs great, must sell \$500. 707-217-2600. Reg. #2489005

**FOR SALE:** 35.5 acres, 5bd/3.5ba log home, 2 garages, shop, walnut, apricot, olive, and plum trees. Next to proposed city limits and subdivisions. In the foothills of Vacaville, California. Deer, turkey, quail, and pheasant wander through the property. Isolated yet near town, off the county road. Very quiet and private. The property is in the Williamson Act which means lower than usual property tax (a big plus) \$1,500,000. 707-446-3999. Reg. #2489005

**FOR SALE:** 1990 Sunbus 27 Class A motorhome, original owner, 62K miles, great condition and loaded with extras, queen bed, sleeps 6, air, heat, micro, TV, VCR, basement storage. \$17,000. 707-446-3999. Reg. #2489005

**MOVING SALE:** 1995 Suburban 4-wheel drive metallic hunter green/tan interior \$11,000/obo. 1952 50' trawler truly a classic \$6,500/obo. 1984 Pace Arrow Motorhome 31'new engine, rebuilt transmission \$7,000/obo. Rat Terrier puppies 10weeks old have had one shot and wormed \$225. All must sell. 916-777-7055 or e-mail at kinguther@frontiernet.net. Reg. #2460525

**FOR SALE:** 1996 Chateau travel trailer, 28ft, walk around queen bed, air, awning, m.w. oven, much more, lists for \$10,600, asking \$9,300. Excellent condition. 209-357-8399. Reg. #2202168

**FOR SALE:** Floating home in beautiful San Juan Islands. 48 ft, 1bd/full ba, living room, kitchen, Lopi woodstove, electric heat, oak parquet floors, carpet in bedroom. Price includes ownership of a 45ft condominium slip in private marina. \_ mile from town. Photos available. \$119,000. 360-378-3475 or e-mail berrmar@rockisland.com. Reg. #0947420

**FOR SALE:** John Deer Excavator 690B, 2', 3', and 4' buckets included. Located in Prunedale, California. \$18,500. 831-726-2118. Reg. #214474

**FOR SALE:** 26ft Caribbean Day Cruiser 1979. Boat in great shape inside and out. 1991 new engine 350 Cid. Mfg. K.E.M. in Seattle. New Koolatron fridge in 1992. New fresh water system. Fully outfitted, life jackets for 5, Flares marine & CB radios, MSD ignition, 2 anchors, fenders, dock lines. 4 new wheels & tires for trailer. Less than 500 miles on them. Compass. Asking \$10,000. 707-894-3580.

**FOR SALE:** Proto Professional Combination Wrench set: 1 \_ inches to 2 \_ inches, new and practically new. \$1,550/obo (\$2,185 new). Four foot torque wrench brand new in box \$500. 1972 F600 15' Dump Bed. New 390 motor w/approx. 3,000 miles, fair tires, currently non-op. \$2,000/obo. 2 Air Tuggers. One 2 foot spool, one 18 inch spool. Best offer. 530-624-0249. Reg. #2407665

**FOR SALE:** Proto top and bottom box complete. Proto and Snap-On tools. \$2,900/obo. 925-516-9301. Reg. #2287518

**FOR SALE:** Schwinn Airdyne dual action bike. Steel construction. The on board digital computer enables you to accurately monitor progress by tracking time, distance, mets, watts, calories, RPM, and optional heart rate. Increases energy level, upper and lower body muscle strength, and aerobic fitness. Used less than 6 months. \$325/obo. 925-516-9301. Reg. #2287518

**FOR SALE:** Antique 1cyl engine on cart. Fairbanks-Morse "Z" style "B" 5hp s/n #744908 (1929) Good overall condition. Looks good and starts easy. Has sub base, belt pulley, crank, instruction book. No gas tank. \$900. 530-243-0801 or e-mail engine-mark@earthlink.net. Reg. #674918

**FOR SALE:** Wedgewood stove - Circa 1940's. 4 burners, trash burner, single oven, broiler, drawers for pots and pans. Immaculate. 50"Wx23"Dx37"H. \$750. 650-345-2785. Reg. #1965571

**FOR SALE:** 1989 Shadow Cruiser pop up camper 8ft bed, heater, 3 burner stove top, 3 way refrigerator new. Good condition. Asking \$4,000. 925-684-2549. Reg. #1020129

**FOR SALE:** 3 cemetery plots, Oakmont Memorial Park, Lafayette, CA. Lakeview Garden Sect 29S/11E, A, 1 and 2, \$3,315, both. Sect 29S/12E, D, 1 (partial). \$1,400. 541-461-3183 or e-mail at dfourt@msn.com. Reg. #0791585

## FROM WYOMING & SOUTH DAKOTA

### District 15 plans fall CEO training classes

District 15 will hold Construction Equipment Operator (CEO) training classes on dozer, loader, scraper, grader, backhoe and roller equipment Sept. 22 through Oct. 3. Please call the Casper office at (307) 265-1397 if you are interested. These classes are necessary if you want to learn a new piece of equipment or upgrade your skills.

Members who work for several of our contractors in southwestern Wyoming must have the following credentials before they can work:

1. Mobilization, Optimization, Stabilization, Training (MOST) drug test: a yearly drug test with a random testing option.
2. Current Mine Safety and Health Administration (MSHA) certification card.
3. Current Occupational Safety and Health Administration (OSHA) certification card.

These certifications are available at no cost to members. It is your responsibility to have these credentials. If you have any questions on the upcoming MSHA or OSHA training classes, please call Janel Korhonen in the Casper office at (307) 265-1397.

Many contractors worked steady through the past couple of months, including Ames Construction on the High Savary Dam and Granite Construction, U.S. Pipeline, Sheehan Pipeline and Gregory & Cook keep operators busy in the pipeline field. Wyoming Machinery and JTL Group stay busy with light workloads. We wish Wyoming and South Dakota members a pleasant fall season.



## FROM SAN JOSE

### Fun, well-organized picnic draws large crowd

Sunday, Aug. 10 was another successful day for District 90. With about 300 members and their guests in attendance at the annual district picnic at Christmas Hill Park in Gilroy, a warm day and plenty of shade, no one could complain. Members began arriving around 10 a.m., allowing plenty of time to enjoy mingling with Asst. Business Manager and President John Bonilla, Vice President Bob Miller, Treasurer Frank Herrera and other Local 3 friends and their families and guests. All enjoyed a tasty lunch around noon featuring barbecued chicken and a tender beef roast. Many attendees also enjoyed the ice cream, sno-cones, popcorn and cotton candy that was available throughout the day. Kids were entertained with a bounce house, and after lunch were treated to some fun games like the potato sack race, giving them the opportunity to win prizes like Local 3 T-shirts. The day ended with a raffle emceed by District Rep. Fred Herschbach. In all, the day was an immense success. Thank you to all who attended and volunteered, to the officers for their continued support, and thank you to Secretary Hilda Ruiz for her incredible, invaluable efforts.



Members and their guests enjoy cool drinks and light-hearted conversation.



Business Rep. Milt Petersen serves up the beans.



District Rep. Fred Herschbach watches potato sack competitors race to the finish line.

From left: Ken Gunter Schiffbauer and his father, both 28-year members, soak in the afternoon sunshine.



One-year member Brandon Petersen gathers his 150 raffle tickets.



From left: Treasurer Frank Herrera, Vice President Bob Miller and Asst. Business Manager and President John Bonilla serve lunch to the members.



From left: Fernando Hustler, Erik Gill, George Bermudez and Arthur Villalobos enjoy a game of horseshoes.

See more San Jose District picnic pictures at [www.oe3.org](http://www.oe3.org).

## FROM FRESNO

## Large-scale construction projects transform Fresno Skyline

Fresno has more large-scale construction projects now than in the past 20 years. Particularly in the downtown area, development has exploded since the completion of the Grizzlies Stadium Triple-A baseball park.

Projects underway are the \$118 million federal courthouse, Community Hospital's \$103 million expansion, the Internal Revenue Service's \$50 million Civic Center Plaza Tower, the \$100 million Savemart Center, which will be home to California State University Fresno's Bulldogs basketball team, and a \$25 million office complex that will house the Immigration and Naturalization Service and satellite offices for the IRS. These projects and the ongoing Caltrans I-80 east and west freeway expansion projects contribute to the expanding work picture.

Dick Corporation, Clark Construction and Bobis Harper Construction secured work on these projects. Local companies doing preparation work are Foster & Sons, G.E.C. and Garrett Construction.

With the favorable work climate, Business Manager Don Doser's efforts through Local 3's Organizing Department are on track to finish a successful work season.



Above: Universal Operator and Job Steward Arnold Aviles works for Dick Corporation on the Fresno Federal Courthouse. Right: When completed, the nine-story Fresno Federal Courthouse will be the tallest building in the city. It will contain 14 courtrooms, a basement, subbasement and an underground parking area.



## FROM SAN FRANCISCO

## Cool breeze equals cool picnic for District 01

About 200 Local 3 members along with their friends and families gathered for a fun-filled day at Coyote Point Recreation Area in San Mateo, Calif., for District 01's July 27 barbecue picnic. Members began arriving around 11 a.m. to visit with their Local 3 comrades and enjoy the beautiful weather – continuous sunshine and a light breeze warmed the day to a pleasant 75 degrees. Rec. Corres. Secretary Rob Wise, Treasurer Frank Herrera and Vice President Bob Miller and their wives, Sharon Wise, Red Herrera and Myra Miller, took pleasure in visiting with members and their guests. Around noon, a barbecue lunch featur-

ing hot dogs, tender beef roast and grilled corn on the cob was served. The day ended at about 2:30 p.m. with a high-energy raffle drawing emceed by District Rep. Carl Goff. The prizes included electronic items like televisions and a DVD player and more playful prizes such as a badminton set and a soccer "foosball" table. Thank you to Joe Belton for cooking and to his daughter, Brittany Belton, for selling tickets. Thanks also to Virginia Morgan for the raffle donation and digital photos, and thanks to all who helped make this year's picnic another successful event.



From left: Apprentice Coordinator George Steffensen, Rec. Corres. Secretary Rob Wise, Grievance Committee Member and Operator Joe Wendt and Oiler Mike Foreman visit after lunch.



District Rep. Carl Goff gets the crowd riled up for the raffle drawing.



Apprentice Coordinator George Steffensen helps fill a plate for Michael Olden.



Two future members sporting large Local 3 stickers enjoy Sponge Bob Squarepants ice cream.



Technical Writer Carol Fager-Higgins teaches some future Operating Engineers about her Sun Conure parrot, Soleil.



Treasurer Frank Herrera and Vice President Bob Miller demonstrate their camaraderie for this fun photo.