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AWARD-WINNING MAGAZINE of the
MID-ATLANTIC REGIONAL COUNCIL OF CARPENTERS

www.WeWorkUnion.org

Punch List

Extending Metro

Good jobs. Certification needed.

From tunnels to high-above-ground piers and guide ways, the Metrorail addition in Northern Virginia means work for pile drivers and carpenters. But you need specialty certifications to get a job. No problem. Members of MARCC-affiliated locals are earning them.

See story, page 12





A note to our Members

From Bill Halbert, CEO/Executive Secretary-Treasurer, Mid-Atlantic Regional Council of Carpenters.

Bill has almost 30 years experience as a full time UBC international rep and as an officer of UBC affiliates in Baltimore, Southern California and Washington, DC. He served an apprenticeship in carpentry and holds a Master's Degree in Business Administration.

Slump is leveling off, but affects are still with us.

I believe the worst of the economic slump is behind us. I don't expect to see any further deterioration. What's more, we're seeing subtle signs—some people call them greenshoots—that we're actually emerging from the current fiasco that hit the economy and our industry.

However, the recession has had an injurious impact on our members' work opportunities, especially in the Baltimore, Washington, and Virginia districts. Construction work hours reported to our funds for these three districts in 2009 were 2.1 million work hours less than 2008, a dip of 27 per-

WE'RE SURVEYING APPROACHES TAKEN BY OTHER UBC AREAS.

cent, or the equivalent of 1,050 full-time jobs lost in 2009 (counting a full-time job as 50 weeks of work at forty hours per week).

This means that MARCC's financial resources have taken some hard hits, necessitating some difficult personnel decisions, and requiring that we draw down a bit on our reserves to meet our financial obligations. However, MARCC remains financially sound.

Further, the situation presents challenging issues for the benefit funds. As we re-open and re-negotiate our contracts, there might be a need for us to re-examine the allocation between our compensation and benefit packages. We're currently developing plans to address the situation, which includes surveying many other UBC Councils to see how they are addressing the problem.

REMINDER: WHEN STARTING A NEW JOB, MAKE SURE THAT YOU REPORT IT TO THE UNION HALL!

La recesión se está estabilizando, pero sus efectos todavía se hacen sentir entre nosotros

Considero que ya ha quedado atrás la peor parte de la recesión económica. No creo que observemos un mayor deterioro. Es más, estamos viendo indicios sutiles —algunas personas los denominan "bardascas" (greenshots, en inglés)— de que en realidad estamos saliendo del fiasco actual que golpeó duramente la economía y nuestra industria.

Sin embargo, la recesión ha generado un impacto nocivo en las oportunidades laborales de nuestros miembros, especialmente en los distritos de Baltimore, Washington y Virginia. En el 2009, las horas laborales que se reportaron a nuestros fondos en estos tres distritos fueron 2,1 millones horas menos que en el 2008, lo que

ESTAMOS SONDEANDO ENFOQUES APLICADOS EN OTRAS ÁREAS DE LA UBC.

representa una baja del 27 por ciento, o el equivalente a 1,050 puestos de tiempo completo que se perdieron en el 2009 (calculando que un trabajo de tiempo completo es de 50 semanas laborales con 40 horas semanales).

Ello significa que los recursos financieros del MARCC han resultado severamente perjudicados, por lo cual ha sido necesario tomar algunas decisiones difíciles relativas al personal y que también reducimos un poco nuestras propias reservas para poder cumplir con nuestras obligaciones financieras. Sin embargo, MARCC

continúa financieramente sólido.

Asimismo, la situación presenta ciertos retos para los fondos de beneficios. A medida que reabrimos y renegociamos nuestros contratos, podría haber la necesidad de reexaminar las asignaciones entre nuestros paquetes de beneficios y de remuneración. Actualmente, estamos elaborando planes para abordar la situación, la cual incluye el sondeo con muchos otros consejos de la UBC para determinar la forma en que están enfrentando este problema.

RECORDATORIO: CUANDO INICIE UN NUEVO TRABAJO, ¡ASEGÚRESE DE COMUNICÁRSELO A LA OFICINA DE LA UNIÓN!



Punch List

Number 17 Spring 2010

www.WeWorkUnion.org

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United Brotherhood of Carpenters & Joiners of America
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Bill Halbert, CEO/Executive Secretary-Treasurer

As a job nears completion, a punch list is made of what's needed to finish it. MARCC's Punch List reports what's being done — and what should be done — to build an ever more effective union.

Larry Rubin, Communications Director
Thomas Blanton, Communications Assistant



Mark Estlack
President



George Eisner
Vice President



Rick Eppard
Executive Committee



Dennis Meyers
Executive Committee



Jeff Clendenen
Warden



Dan Kuczinski
Trustee



Ben Glenn
Trustee



Scott Brewer
Trustee



Jose Frias
Conductor

Speaking at MARCC meetings



UBC Eastern District Vice President Frank Spencer addresses MARCC officers and delegates.

Frank Spencer UBC VICE PRES.

“What you’ve accomplished makes a pretty long list. Among other things, you’ve developed more relationships with contractors, and better partnerships with them. You’ve expanded the union market share in the T. I. industry; you’ve expanded and improved training programs—and lots more.

“The job’s not done; it probably never will be. But I’ll tell you this: no one works harder than the MARCC reps and agents to help members build a better life. And they’re working even harder now that times are tough.

“A lot of what you’ve accomplished in MARCC – and learned here – is being picked up by other areas within the UBC.”



MARCC EST/CEO Bill Halbert (left) welcomes MD Commissioner of Labor Ron DeJuliis to delegates meeting.

MD LABOR COMMISSIONER: ‘You’re making hard times easier’

“MARCC and its affiliates have made things easier for its members during the slump,” Maryland Commissioner of Labor Ron DeJuliis said at a recent meeting of MARCC delegates. “Through aggressive representation on the job, through helping the state get up to date on Davis-Bacon rates, and through a lot of other ways, MARCC is proving that you’re better off in hard times if you belong to a union.”



Delegate Joe Morrissey

VA DELEGATE ‘Unions good for Virginia’

Delegate Joe Morrissey, who represents Virginia’s 74th District, told MARCC delegates, “In our state many people think ‘union’ is a dirty word. But in my opinion, organized labor is an economic engine and helps our state’s economy.”



Richmond, VA Mayor
Dwight Jones

MAYOR ‘Making sure workers have rights.’

“I am determined to protect the working families of Richmond against those who would benefit by misclassifying workers as independent contractors,” Richmond Mayor Dwight Jones said in his talk at a MARCC delegates meeting. “I am making sure all workers in Richmond are treated with dignity and have rights.”

Going Green

What's "green building?"

Everybody from the President of the United State to teachers in vocational schools say: "Green building is the wave of the future. That's where the jobs are." And much of the "stimulus" money being given by the federal government to the states is earmarked for "green construction" or for training in how to "go green" in building.

What exactly is 'building green?'

Chris Haddox helps develop the new standards being adopted in building codes, and helps builders meet them. He's a professor at West Virginia University and part of the Green Advantage company, which offers "environmental certification for building related practitioners." He says,

"Green building is combining everyday construction practices with new technologies and materials—but mostly with better, more

sustainable building designs."

In other words, with some exceptions, it's not that carpenters and other building tradesmen have to learn brand new skills – it's that those who design buildings have to give tradesmen better buildings to build.

It's the "exceptions" that are being taught at the Joint School of Carpentry and elsewhere.

Basically, Haddox says, "green building requires that developers, architects and builders pay more attention to the environmental impact of what they're doing to insure that they are improving, or at least not damaging, environments in which people live, work, and play."

For example, Haddox explains that where a building is sited, how it affects natural storm water run-off and how much energy it takes to run it once it's built are probably the main factors that determine whether or not a building can be considered "green." ↙



“We’ve always done green training. We just haven’t had a name for it until now. Now there’s more awareness of it, so we’re going to label it as such.”

Dr. Tom Barrett, director, Joint School of Carpentry



Prince George's Partnership

The Joint School of Carpentry recently hosted one of the first construction training classes funded with federal stimulus monies. The six-week program was the creation of the United Communities Against Poverty (UCAP), the Prince George's County Community College, and the US Green Building Council.

“The JSC provided space, equipment, and instructors,” said Dr. Thomas Barrett, Director of the JSC.

This was one of several partnerships between the JSC and Prince George's County, where the school

is located. MARCC and the JSC have been working for more than two years with Prince George's Public Schools to forge a permanent relationship with the Community College.

The Green Industry Certification Program gave its 18 participants the opportunity to learn construction skills and to earn a certification in “green building.”

Norma Williams, the program coordinator, said the certification is nationally recognized.

The first class graduated December 14, 2009, and was presented with tool boxes and other supplies

by JSC instructor Belmont Thompson. He encouraged the group to continue their learning as they pursue careers in construction.

Belmont commended the group for their positive spirit and their pride in working together. He also encouraged the graduates to continue to share what they have learned with others and to be role models for future participants.

United Communities Against Poverty Vice Chairperson Patricia Thornton, thanked the JSC for its partnership and asked that the school help UCAP improve the program as it goes forward. ↘

Responsible bidder ordinances



Across the nation, and in towns and cities within the Mid Atlantic Regional Council, policy makers are discussing whether or not to pass “responsible bidder” ordinances.

Such ordinances put into law standards that contractors must meet in order to bid on jobs financed by public funds. Generally, these standards include requirements that potential bidders must produce proof that they are properly licensed and in compliance with all local, state and federal tax laws; have sufficient insurance and bonding; and have sufficient financial ability to perform the work.

Further, most responsible bidder ordinances require that potential bidders show evidence that they have a history of conforming to environmental, wage, labor, and job health and safety laws,

And, especially in areas with large numbers of unemployed, under-trained residents, responsible bidder ordinances contain provisions requiring potential bidders to participate in apprenticeship programs that are fully certified and provide participants with opportunities to enter life long careers.

Guaranteeing public funds produce high quality work.



Producing a level playing field for all potential bidders.



Such ordinances create a level field for all contractors. They guarantee that contractors will compete for jobs on the basis of their efficiency and the quality of their work. They will not be able to undercut each other by competing to see who can get away with paying their employees the least.

These laws have a track record of protecting the public. They guarantee that public funds will produce high quality work. And they guarantee that workers will receive decent benefits and wages, which in turn will enable them to look forward to some measure of security and to pay their fair share of taxes. ↘



Local 1755 Training Director Bill Boso demonstrates see-through training pump (left) and stands in new expansion of training center with turbine and with unit for teaching confined space (below).

Local 1755 training center

Expanding space, broadening skills

To insure that Local 1755 members remain the most highly sought after millwrights in West Virginia, and to make sure contractors have workers who can meet any challenge, the Millwright Local 1755 Joint Apprenticeship and Training Fund center has been constantly changing and expanding over the years.

When it first opened, it had only some office space and a 40 x 20 foot shop. "The only way to do our latest expansion was to build on a public right-of-way," says Marc Estlack, the manager of MARCC's West Virginia district. "So the State sold that right-of-way to us. That was very unusual, and it made me very proud. It showed that the State really wanted us to remain."

The most recent expansion has been to add a 40 x 50 foot turbine room and two classrooms, 35 x 35 feet each.

Bill Boso, Local 1755 training

director, said, "this expansion is helping us multi-task better. We now can be doing several different types of training at once. And our signatory contractors know that we now have world class, state-of-the-art training tools."

The 2,000 square foot expansion cost about \$500,000 and was funded through the Local 1755 JATC fund.

The total size of the millwright training center is now 13,600 square feet, which is very impressive in the trade.

Aside from the turbine, the center has a built-in unit for confined space training, and an elaborate pump training area with multiple pumps and a demo pump system made of clear plastic so that trainees can see the mechanisms at work and the liquids flowing. It also has a whole variety of equipment that help train today's apprentices for jobs that will exist in the future.

"The number of millwright apprentices has grown from about 10 to 12 in 1995, to above 100 today," says Boso. "The demand for millwrights is growing and we are keeping up."



Training for jobs that will exist in the future.

Surveying Prevailing Wages

It's a problem across the country: the federal government hasn't done Davis-Bacon wage surveys in so long, today's official prevailing wage rates are way out of date. So when the government sent a notice that there would be a survey, MARCC's West Virginia district decided to help insure the survey was done, and done correctly.

It registered to collect the data.

"Under the law, unions are allowed to do this," MARCC's West Virginia manager Mark Estlack said. "But we were warned by some lawyers that we'd be taking a risk." For example, the survey forms asked whether the data is being submitted by a 'General Contractor' or a 'Contractor.' There's no place to indicate it's being submitted by a union, although under the law it can be.

Estlack says his district decided to go ahead anyway because "years ago somebody did these surveys, and we are benefiting from them today. We felt we owed it to present and future generations."

The MARCC district received the survey notification just a short while before the survey was supposed to start, so there was a lot to do in a short amount of time.

First, there had to be training classes. Over a two month period, there were five training sessions across the state put on by federal representatives. All MARCC staff members took part.

Heroines of the survey. MARCC's West Virginia district staff worked day and night to compile prevailing wage data. Left to right: Barbara Donaway, Barbara Hibner, Lisa Joy, Megan Tawney, and Bonnie Rummer. Not shown: Beth Vandevener, Amy Cochran and Alyssa Mills.



Current prevailing rates are out of date



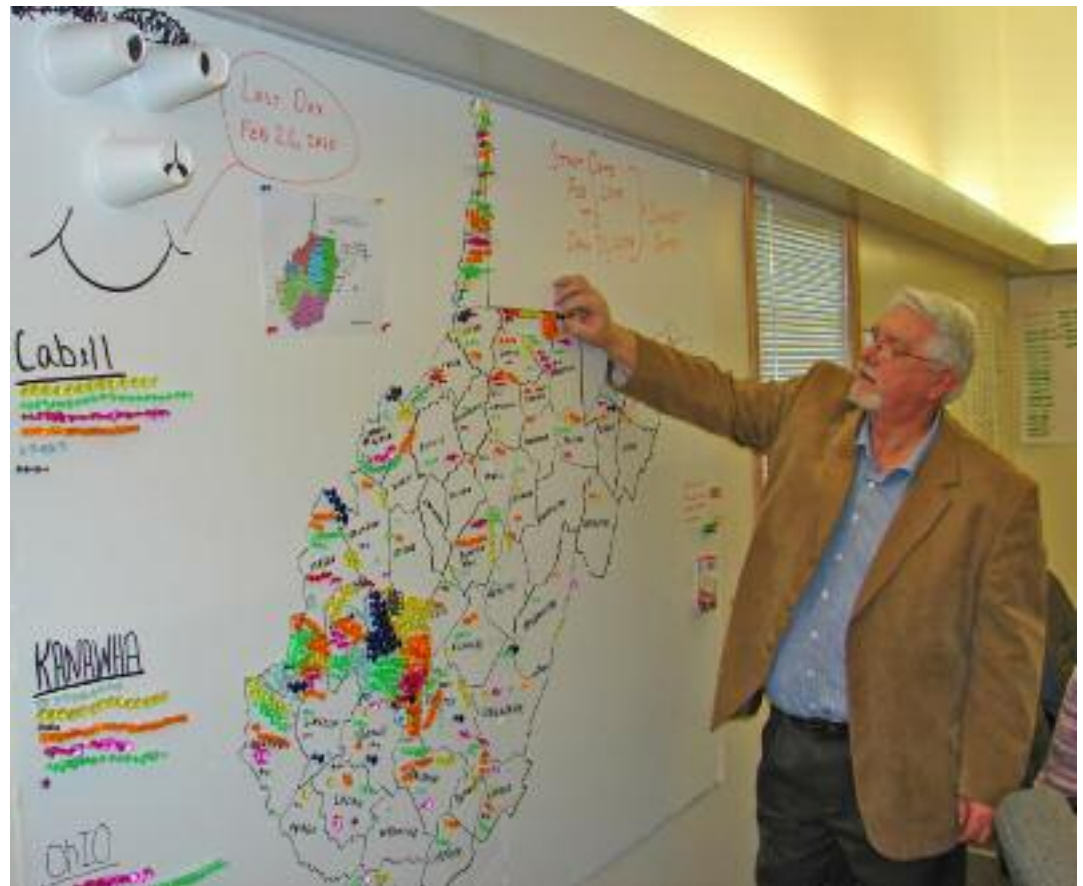
The federal instructors stressed that in order to have a wage considered “prevailing,” information had to come from all 55 West Virginia counties and include all classifications.

After training, the district had to set up a system to collect data. Thanks to the computer skills of WV Training Director Odie Parkins, a web site was set up to compile and sort information obtained from contractors and collection records. This data consisted of wages, benefits and peak week man hours on Building and Trades and Heavy work performed during 2008, including various local wage and benefit rates.

In the vast majority of cases, MARCC Reps and Organizers had to go directly to the employers and collect the information and then enter it themselves into the system.

But it did not end there. Contractor submissions to the Department of Labor had to be compiled and signed by the employer, so MARCC clerical staff copied by hand on to the proper forms the information gathered on the website. Then MARCC reps delivered these forms to the employers. When they were signed, the reps and organizers delivered them back to the clerical staff who sent them in to the U.S. Department of Labor.

There was a major snag. The DOL did not give the data collectors guidelines as to how to define a ‘classification.’ Estlack



says, “We created nine different ‘carpenter’ classifications and three more for millwrights. However, the process of classification definition is still ongoing.”

Hard, tedious work

“But we feel completing this task is critical,” Estlack says. “Every year, our West Virginia Prevailing Wage Law — our Little Davis-Bacon Act — comes under attack. We felt that by doing this survey properly we could help protect both the federal and state prevailing wage laws. We are sure that because of the large number of our submissions, the State and Federal Departments of Labor must recognize the validity of our results.”

“This has been a staggering amount of hard, tedious work, and we were given about three months to complete the job,” Estlack says. “MARCC affiliates in

Western Maryland helped a lot, and we were assisted by nearly 100 contractors who made submissions.

“For many weeks,” he continued, “our West Virginia staff, especially clerical, worked 12 hours a day 7 days a week.

“I can’t say enough about the amount of work turned out by our clerical, service reps and organizing staff. We appreciate them all. I would like to personally thank Organizing Director George Eisner for the support of the organizing staff and EST Bill Halbert for his full support of our efforts,” adds Estlack.

“It is important to recognize,” he says, “the seven members of the clerical staff that did the bulk of the compilation work and took on many extra duties.

“Every working person in the State of West Virginia owes our district’s clerical staff a major debt of gratitude.”

Training and apprenticeship

Consolidation means more solid

“We’re now stressing coordination and cooperation among the training programs located in the areas covered by MARCC,” West Virginia Apprenticeship Director Odie Parkins says. “It’s been great.”

Parkins explains that the training directors have been working together to share resources, standardize curriculums, and to continually make sure that course offerings meet the latest needs of the construction industry. Training and apprenticeship directors from the DC area, Baltimore, and West Virginia meet and talk regularly to share ideas and best practices. Innovations originating in one training center are now being adopted by others.

Sharing of resources has yielded savings that have been put back into the training programs so that they can be more solid than ever. For example, says Rick Eppard, manager of MARCC’s Virginia district, “now that members in Virginia can take advantage of the state-of-the-art training facilities in the DC area, our members are ready for just about any job that comes along.”

And there is now a complete program of train-



Training Directors (left to right): Tom Barrett, Odie Parkins, Kevin

Sharing resources, best practices



ing for trade show members, a good example of the combined efforts of the Baltimore and DC-area training centers.

The latest example of sharing resources to save money and improve training has been the consolidation of the apprenticeship and training programs offered at the Joint School of Carpentry near DC and those offered at the Baltimore Carpenters Training Center.

training



Donohue, Bill Boso.



There has been no definite agreement on what the combined program will be called, but it's being tentatively referred to as the Mid-Atlantic Schools of Carpentry (MASC). The newly combined fund is called the Mid-Atlantic Regional Council of Carpenters Apprenticeship Education and Training Trust Fund. The chairman of the board of trustees is Dennis Meyers, manager of MARCC's DC-area district, and the secretary is George Rusk, of Grunley Construction.

Kevin Donohue will continue to direct the Baltimore training facility on Rome Road, which will now operate full time, 40 hours a week, offering apprenticeship classes for both carpenters and millwrights. Two additional instructors are being added to the staff. And a separate, subsidiary committee of the Trust Fund will give guidance to the operation.

One of the biggest improvements coming from the consolidation will be that members in the DC-Baltimore area will be able to take classes that better match their work schedules. In the past, for example, if a member in the Baltimore area was not able to fit a certain class into his schedule he might have

Making sure training uniformly meets the industry's latest needs.

to wait several months before it was offered again. Now, if it better fits into his schedule, he can take the same class at the Joint School of Carpentry in Upper Marlboro. Construction of a new JSC is scheduled to be completed by September. The new facility will be double the size of the present one.

The course schedules at both the Upper Marlboro and Baltimore facilities will be coordinated to best serve members.

"Consolidation of the Baltimore and Upper Marlboro programs will result in tremendous savings and will greatly improve our education and training services to members," says Tom Barrett, director of the tentatively named Mid-Atlantic Schools of Carpentry.

"Most important, it will insure that the training members receive will equip them to give signatory contractors the best, most highly skilled work possible."

Building the Metro

Certifications get you on track

Carpenters and pile drivers belonging to MARCC-affiliated locals are digging and climbing their way out of the economic slump. They're helping to construct underground tunnels for new Metrorail tracks and piers that will support track guide ways high above the ground in Northern Virginia.

They're working on an 11.7 mile, \$2 billion extension of the Washington, DC area Metrorail system. It's Phase One of a 23 mile, \$5 billion project that will eventually extend the Metro to Dulles Airport. Work is expected to continue until 2013.

But to apply for employment on the project, you need certifications that show you've been successfully trained in certain specialties. The builders insist on it, and the union agrees that the more certifications members acquire, the better their chances are of being hired on a wide variety of jobs now and in the future.



MARCC Rep Rafael Ramirez (left) explains advantages of more certifications. El representante de MARCC, Rafael Ramírez (a la izquierda) explica las ventajas de contar con más certificaciones

WORK IS EXPECTED TO CONTINUE UNTIL 2013

Dulles Transit Partners, LLC, a joint venture of Bechtel Infrastructure, Inc., and the Washington Division of URS Corporation, is designing and building the project for the Metropolitan Washington Airports Authority.

The Dulles Corridor Metrorail Project started in earnest this past March, 2009, when – after a series of delays -- the Federal Transit Administration approved \$900 million in “new starts” funds to complete the financial package for construction. Then, work was delayed by blizzards that dumped

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La ampliación del metro

Buenos trabajos. Se necesitan certificaciones.



MARCC Rep Willy Grusholt goes over pile drivers' work schedules. El representante de MARCC, Willy Grusholt, revisa los horarios de trabajo de los operarios de los martinetes.

Los carpinteros y los operarios de martinetes que pertenezcan a los locales afiliados a MARCC están buscando la forma de salir de la recesión económica. Ellos están ayudando a construir túneles subterráneos para las nuevas pistas y los pilares que servirán de soporte para los carriles elevados en el Norte de Virginia.

Ellos están trabajando en una ampliación del sistema de "Metroriales" (Metrorail) del área metropolitana de Washington D.C., cuya extensión es de 11,7 millas, a un costo de \$2,000 millones. Esta es la primera fase de un proyecto de \$5,000 millones, el cual abarcará un total de 23 millas y que paulatinamente se ampliará hasta llegar al Aeropuerto de Dulles. Se prevé que las labores continúen hasta el 2013.

Pero para solicitar trabajo en el proyecto, usted necesita certificaciones que muestren que se le ha capacitado con éxito en ciertas especialidades. Los constructores insisten en que entre más certificaciones adquieran los miembros, más posibilidades tendrán que se les contrate para efectuar una amplia variedad de trabajos, tanto ahora como en

SE ESPERA QUE LAS LABORES DE CONSTRUCCIÓN CONTINÚEN HASTA EL AÑO 2013.

el futuro. La unión está de acuerdo con este razonamiento.

Dulles Transit Partners, LLC, una sociedad conjunta de Bechtel Infrastructure, Inc. y la División de Washington de la Corporación URS, está diseñando y construyendo el proyecto para la Autoridad Aeroportuaria del Área Metropolitana de Washington.

El proyecto del corredor del Metro hacia Dulles inició en serio en marzo del 2009 cuando, después de una serie de retrasos, la Administración Federal de Tránsito aprobó \$900 millones en fondos de "nuevo inicio" para completar el paquete financiero para la construcción. Después, se retrasó el trabajo

pase a la página 17



Building the Silver Line

Skill and safety certifications count a lot

Bechtel has a well-earned, world-wide reputation for working safely, and the company takes this very seriously. Members have been taking safety certification classes -- some required for the Metro job and some in order to get a leg up on being hired for other jobs in the future:

- OSHA 10, 30 and 40
- Fall protection
- CPR
- First Aid
- Blood borne pathogens

Other certifications that could help members qualify for work on the

Metro job, and help them be ready for future job openings, are:

- Scaffold user
- Scaffold erector
- Aerial lift
- Fork lift
- Rigging
- Confined spaces
- Concrete forms

Of course, these are just a few of the specialty certifications being offered. For a full list, contact the Joint School of Carpentry or the training center nearest you. Get contact information from the MARCC website, www.WeWorkUnion.org.



PILE DRIVING MYSTERY

In 1977, when the Orange Line was originally constructed, foundations for the bridges to carry the Silver Line over I-66 to the median of the Dulles Access Road were built up to ground level. These foundations include steel piles that were driven into the ground and capped with concrete. However, detailed records for these original foundations were lost.

As a result, engineers asked that each foundation be inspected by digging around them and checking the current state of the piles under the concrete foundation caps. However, some of these foundations are located in confined spots adjacent to I-66 and the electrified third rail of the Orange Line, making access difficult. Dulles Transit Partners agreed to inspect seven foundations that were easily accessible, but the FTA, following press accounts of the controversy, insisted that all foundations be tested. Dulles Transit Partners and the Metropolitan Washington Airport Authority have agreed that all foundations will be tested before the bridge piers are built upon them. This will require the Orange Line to be taken out of service on weekends while the tests are conducted.



EL MISTERIO DE LOS HINCAPILOTES

En 1977, cuando se construyó originalmente la línea naranja, se construyeron hasta el nivel del suelo las bases de los puentes para que el recorrido de la línea plateada por la I-66 hasta la parte central del camino de acceso a Dulles. Estas bases incluyeron pilotes de acero que se incrustaron en el suelo y se recubrieron de concreto. Sin embargo, se perdieron los registros que detallaban estas bases originales.

En consecuencia, los ingenieros solicitaron que se inspeccionara cada base al excavar alrededor de éstas y revisar la situación actual de los pilotes bajo los revestimientos de concreto. Sin embargo, algunas de estas bases están ubicadas en puntos confinados y adyacentes a la I-66 y al tercer riel electrificado de la línea naranja, por lo que su acceso resulta muy difícil. La empresa Dulles Transit Partners aceptó inspeccionar siete bases que eran accesibles fácilmente, pero la Administración Federal de Tránsito (FTA), después de los relatos de la prensa sobre esta controversia, insistió en que se pusieran a prueba todas las bases. Dulles Transit Partners y la Autoridad Aeroportuaria del Área Metropolitana de Washington han acordado que se deberán someter a prueba todas las bases antes que construyan sobre éstas los pilares de los puentes. Para ello será necesario que la línea naranja quede fuera de servicio durante los fines de semana, mientras se realizan las pruebas.

La construcción de la línea plateada

Las certificaciones de seguridad y destreza valen de mucho

Bechtel se ha ganado una excelente reputación en el ámbito mundial por trabajar de forma segura y la empresa toma este asunto muy en serio. Los miembros han estado tomando clases de certificación en materia de seguridad —algunas de estas son necesarias para los trabajos del Metro, mientras que otras son sólo para tener ventajas adicionales al momento que se les contrate para otros empleos en el futuro:

- OSHA 10, 30y 40
- Protección contra caídas
- Resucitación cardiopulmonar (CPR, por sus siglas en inglés)
- Primeros auxilios
- Agentes patógenos contenidos en la sangre.

Otras certificaciones que podrían ayudar a los miembros a ser aptos para la obtención de un trabajo en el Metro y para ayudarles a

estar preparados en el caso de futuras vacantes son:

- Usuario de andamios (scaffold user)
- Constructores de andamios (scaffold erector)
- Plataformas aéreas (aerial lift)
- Montacargas (fork lift)
- Aparejo (rigging)
- Espacios confinados
- Encofrados de hormigón (concrete forms).

Por supuesto que estas son sólo algunas de las certificaciones de especialización que se están ofreciendo. Para obtener una lista completa, comuníquese con la Escuela Conjunta de Carpintería (Joint School of Carpentry) o con el centro de capacitación más cercano. Usted puede obtener la información de contacto en la página de Internet de MARCC: www.WeWorkUnion.org.



Building the Silver Line

The best welders

JSC welding instructor Scott Juisto says that Bechtel wants — and needs — only the best-trained welders on the Tysons Metro job. “That’s great,” Scott says, “because that’s us.”

The JSC helps members who want to apply for jobs polish their skills before they take the test that will determine whether or not they are qualified to be hired by Bechtel.

“We ask members who hold D1.1 or D1.5 cards from the American Welding Society if they’re interested in working on the Metro project,” Juisto said.

If they are, they can come to the JSC to practice for several days and to hone their skills to a sharp edge before the Bechtel welding inspector observes their work.

The inspectors then administer the tests at the JSC.



**THE BUILDERS INSIST ON CERTIFICATIONS;
THE UNION AGREES**

certifications *continued from page 12*

well over 50 inches of snow – the worst storms to hit the area in recorded history.

Now, however, progress is proceeding smoothly.

There will be two parallel tunnels, in bound and out bound, 2,400 feet long, that will connect two new Metro stations to be built in Tysons Corner. There will be a total of five new station stops in Phase One, four in the Tysons area. All are scheduled to come on line at the same time.


The ultimate goal is to allow people to travel by metro directly from downtown DC to the Dulles International Airport. The new line is being informally called the “Silver” line, after the color that’s being used to indicate it on planning documents. (There already are Red, Blue, Orange, Yellow and

Green lines.) Some say that the “Silver Line” is the silver lining in the slump, because it’s needed to help revive development and growth in Northern Virginia.

Overall, there are four separate components to Phase One:

- Aerial work — constructing the piers and guide ways that

will support the over head tracks.

- Tunnel work — including building supports for the excavation.
- Constructing the stations.
- Building the foundations and abutments for all of the above, and the formwork for rail and pedestrian bridges. The work also involves sinking caissons into the earth to support further foundation-building. 

**NEED BEST TRAINED.
THAT’S US!**



La construcción de la línea plateada

Los mejores soldadores

Scott Juisto, instructor de soldadura en JSC, señala que Bechtel desea —y necesita— únicamente a los soldadores mejores entrenados en el trabajo del Metro en Tysons Corner. “Lo cual es excelente”, afirma Scott, “porque esos somos nosotros”. *cause that’s us.*”

JSC ayuda a los miembros que deseen solicitar trabajo a pulir sus destrezas antes de tomar la prueba que determinará si son aptos o no para que los contrate Bechtel.

“Preguntamos a los miembros que ya tienen tarjetas D1.1 o D1.5 de la Sociedad Americana de Soldadura, si están interesados en trabajar en el proyecto del Metro”.

Si lo están, pueden venir a JSC a practicar durante varios días y perfeccionar sus destrezas antes de que el inspector de soldadura de Bechtel observe su trabajo.

Después, el inspector les administrará la prueba en JSC.



LOS CONSTRUCTORES INSISTEN EN LAS CERTIFICACIONES Y LA UNIÓN ESTÁ DE ACUERDO.

certificaciones *continuado de la página 13*

debido a las grandes tormentas de nieve, en las que cayeron más de 50 pulgadas —las peores tormentas en esta zona en toda la historia escrita.

Sin embargo, actualmente, se está prosiguiendo con las labores sin mayor problema.

Habrán dos túneles paralelos, uno de entrada y otro de salida, de 2,400 metros de largo, los cuales conectarán las nuevas estaciones del Metro que se construirán en Tysons Corner. Habrá un total de cinco nuevas estaciones en la primera fase, cuatro de las cuales estarán en la zona de Tysons. Se ha programado que todas entren en funcionamiento al mismo tiempo.

El objetivo primordial es permitir que la gente viaje desde el centro de Washington D.C. hasta el Aeropuerto Internacional de Dulles. A la nueva línea se le está llamando informalmente la “línea plateada” para hacer referencia al color que se está utilizando para señalarla en los documentos de planificación (ya hay una línea roja, una azul, una

naranja, una amarilla y una verde). Algunos dicen que la línea plateada es un rayo de esperanza en el marco de la recesión, ya que esta línea es necesaria para ayudar a revitalizar el desarrollo y el crecimiento en el Norte de Virginia.

En general, hay cuatro componentes separados dentro de la primera fase:

- Labores aéreas —construcción de los pilares y los carriles que sostendrán la pista elevada.
- Labores en los túneles —lo que incluye la construcción de soportes para la excavación.
- La construcción de las estaciones.
- La construcción de las bases y los empotramientos para todo lo anterior, al igual que el encofrado para los puentes de los peatones y los rieles. Las labores también suponen el hundimiento de las cajas herméticas (“caissons”) en la tierra para que sirvan de soporte en el caso que se construyan más bases. ↘

SE NECESITA A QUIENES ESTÉN MÁS CAPACITADOS. ¡ESOS SOMOS NOSOTROS!



Working with the best of the best

By George Eisner, MARCC Organizing Director

I have been a union carpenter for 30 years. I can certainly say that the Union has been one of the best things that has happened to me.

I started working as a carpenter in 1973 right out of high school. I did residential work -- new homes and renovations -- and light commercial work.

In 1980, the residential market became very slow and I was hired as a carpenter by the Conoc Construction Company on the Aberdeen Waste Water Treatment Plant. I came in on the tail end of a successful organizing drive and joined Local Union 1354 on April 7, 1980. I worked as a shop steward, foreman and general foreman on a wide range of projects

in and around Baltimore City, doing just about every type of carpentry work there is to do.

I met and became very good friends with some of the best carpenters anywhere. I've been friends with many of them now for 30 years and they are the best of the best when it comes to skills and being strong union members. I would match them up against any group of carpenters in the country.

My Family

My father, George F. Eisner, retired from Local 101 in June, 2000, and my brother Gary Eisner went through apprenticeship and was a union member until he moved to North Carolina. I also have a nephew, Chris Kingsley,

who went through the apprenticeship program and superintendent training and is working for Buch Construction.

I am married to Maureen who I met while doing work on a Sears store in White Marsh and have a son Gordon who is 29 years old. He is married to a fantastic young lady, Abby, and they are the proud parents of two great kids. They are Chloe, who is 3 years old and Escher, who was born March 13, 2010. Gordon and Abby are great parents and Maureen and I are as proud of them all as we can be.

Union Activism

I have held one or more offices within my local and Council since March 1985. The first office



George and organizer Tom Balog discuss campaign

The Union has been one of the best things to happen

I was elected to was recording secretary of Local 1354. In July 1986, I was elected as a delegate from the local to the old Baltimore District Council of Carpenters, and to the Maryland-Delaware State Council. I also held the office of president of Local 1354 and president of the Baltimore District Council until the establishment of MARCC.

Bill Halbert hired me as an organizer on August 20, 1990 -- the only organizer at the time. Since then, I have been involved in a large number of campaigns.

I worked at the UBC Headquarters in the Special Programs Department from July, 1992, to September, 1993. But I preferred doing hands-on organizing and

went back to Baltimore as an organizer in September 1993. I have been there ever since.

Organizing

A proud day for me was when EST Bill Halbert appointed me as Regional Organizing Director for the MARCC Council.

The lead organizers, Jose Frias, Bryan Frise, Mike Jenkins and Bill Piunti take on a lot of responsibilities to keep campaigns running smoothly throughout the MARCC territory. The organizers are a diverse group who hail from all areas within the Council, and they work wherever they are needed.

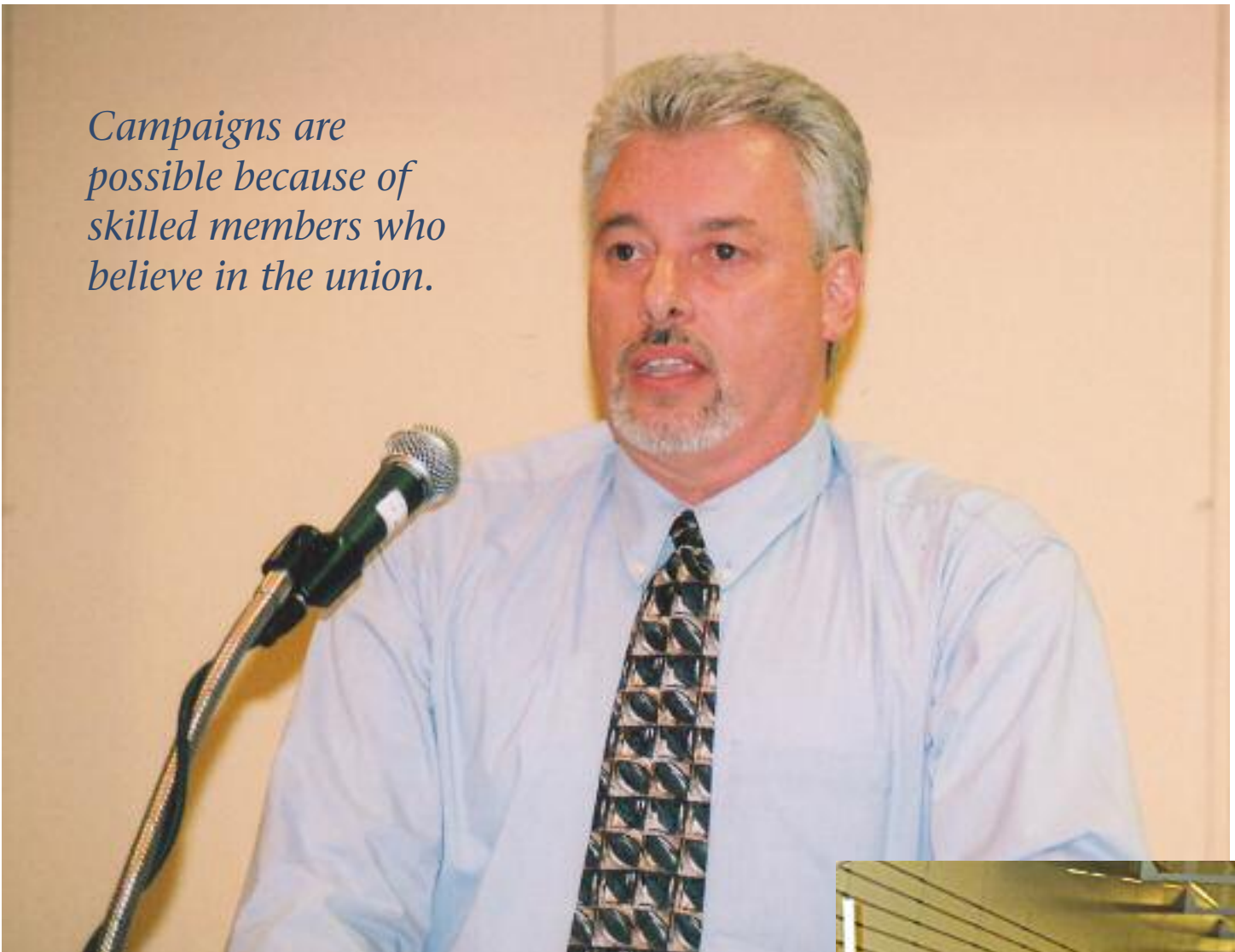
We have five Latino organizers who continually move to



Over the years, I have worked with some of the most dedicated, hard working, and effective organizers in the U.S. They are:

Roger Ash, Tom Balog, John Barber, Neri Canahui, Lucien Casey, Raul Castro, John Conley, Bob Corby, William Coronado, John Crock, Clint Dougherty, Bill DuVall, Joe Elliott, Jose Frias, Bryan Frise, Cresencio Guerrero, Joe Harmon, Jerry Huffman, Mike Jenkins, Randall May, Chad McCallister, Jason Merrill, Concepcion Morales, Bill Piunti, Rafael Ramirez, Alan Schuttler, Paul Shaffer, Gary Strobe, Ed Wasilewski, Mike Zaner

Campaigns are possible because of skilled members who believe in the union.



wherever there are numbers of potential members whose first language is Spanish. The business agents also work closely with the organizing staff throughout the Council. This is especially the case in West Virginia, because union offices are spread so far apart, the organizers and agents work together on a daily basis.

Victories

Most of the campaigns on which I have worked would not have been possible without skilled union members who believed in the union. And because of the skills our members possess, some of the campaigns ended up with

companies signing collective bargaining agreements.

Other companies violated the rights of workers who supported the union, and in those cases we filed Unfair Labor Practice charges on their behalf against the unscrupulous companies. Because of this, over 310 union supporters have received back wages and interest worth \$1.4 million from companies who broke the law.

And we have gotten nonunion workers nearly one million dollars in back pay when their employers violated the Davis Bacon Act or state prevailing wage laws. Their employers had misclassified them as laborers





George goes over reports with organizer Clint Dougherty

or split their time. In some cases, the employers did not pay them at all. One of those who has now joined the organizing staff, Concepcion Morales, first came to our office years ago because his employer had cheated him, his brother, and his cousin. And Raul Castro was hired after he worked on an organizing campaign in Florida for nine months.

The Volunteer Organizing Committees have also had a number of victories – especially in Cumberland, where the VOC has organized about six companies

Also, we have introduced mentoring committees to help improve membership retention.


Challenges

The biggest challenge to organizing today is the misclassification of workers as independent contractors. This cheats the workers out of unemployment insurance, workers compensation and social security benefits. And it cheats the States and Federal Government out of millions of dollars in income taxes.

Furthermore, contractors who misclassify workers and pay them 30 to 50 percent less than they should, have an unfair advantage over honest contractors when it comes to submitting bids on jobs.

Hopefully, the new law in Maryland will help this situation



and perhaps similar laws will be passed in our other jurisdictions: the District of Columbia, West Virginia and Virginia. 

Trade Show Local 491

Needed: new symbol of progress

“We’ve come a long way in the past few years,” says Local 491 President Ted Hoffman, “and we should have a new logo on our T-shirts to symbolize that fact.”

In recent years, Local 491 has launched first class training programs that have become the pride of MARCC. Also, members are learning to take advantage of an automated telephone dispatching system that makes it easier to accept jobs, and to keep track of their schedule and training certifications. Local 491 members and members of other locals affiliated with MARCC are more united than ever before.

And without a doubt, DC and Baltimore area members are working closer together than ever before for common goals.

“With all the improvements we’re making, we need a new symbol to show our pride on the show floor,” Hoffman says. “And what better way to use our new level of membership involvement than to have a T-shirt logo contest?”

“To show our pride on the show floor”

There’s nothing wrong with the logo now being used, but Local 491 members want a new symbol to show how far their local has come in recent years.

Trade Show



LOCAL 491 T-SHIRT LOGO CONTEST

Send entries by mail to:

Local 491 Contest
801 W. Patapsco Ave.
Baltimore, MD 21230

All entries must be postmarked
no later than August 2, 2010

First Prize: \$100.00
Second Prize: \$50.00

The Local 491 E-Board will select the top ten finalists. Then, members will choose the first and second prize winners at the August 10, 2010 regular union meeting.

The meeting begins at 7:30PM

For WV Senate

“Building trades guy”

“A lot of people around Wheeling have asked me to run for State Senate,” reports MARCC Rep **Orphy Klempa**, “and I’m going to go for it. I think I can be a voice for working people there.

“After all, I’m first and foremost a building trades guy.”

Klempa is a service rep and financial secretary of Local 3. He is also a member of the West Virginia House of Delegates, representing West Virginia’s Third Delegate District, and was the top vote-getter in the race for that seat.

“I think it’s a very good thing for UBC members to run for public office,” Klempa says. “Who knows the needs of working families better than we do?”



MARCC-AFFILIATED LOCALS

	Local	Address	Meets	Phone	Web Site
DC AREA	132	8500 Pennsylvania Av, Upper Marlboro, MD 20772	1st Tues. 5pm	301-967-3133	www.ubclocal132.com
	1078	1915 Charles St, Fredericksburg VA 22401	2nd Thurs. 8pm	540-842-8584	
	1145	8500 Pennsylvania Av, Upper Marlboro, MD 20772	1st Thurs. 5pm	410-255-2424	
	1590	8500 Pennsylvania Av, Upper Marlboro, MD 20772	2nd Wed. 5pm	301-261-4171	
	1665	6060 Franconia Rd, Alexandria VA 22310	2nd Thurs. 7pm	703-922-8755	
	1694	8500 Pennsylvania Av, Upper Marlboro, MD 20772	4th Tues. 7pm	301-735-6660	www.Local1694.netfirms.com
	2033	Quality Court Commerce Av, Front Royal VA 22610	4th Fri. 7:30pm	301-791-9342	
BALTIMORE AREA	2311	8500 Pennsylvania Av, Upper Marlboro, MD 20772	1st Wed. 6:30pm	301-735-6660	
	101	801 W. Patapsco Av, Baltimore MD 21230	4th Mon. 7:30pm	410-355-0011	
	340	511 E. Franklin St, Hagerstown MD 21740	3rd Mon. 7:30pm	301-733-4930	
	491	801 W. Patapsco Av, Baltimore MD 21230	2nd Tues. 7:30pm	410-355-0011	
	1024	327 N. Centre St, Cumberland MD 21502	3rd Mon. 7:30pm	301-722-2141	
WEST VIRGINIA	1548	801 W. Patapsco Av, Baltimore MD 21230	3rd Mon. 8pm	410-355-0011	
	3	56 Nineteenth St, Wheeling WV 26003	1st Thursday 7:30pm	304-233-2500	
	302	418 Seventh Av, Huntington WV 25701	1st Tuesday 7:30pm	304-522-1192	
	476	609 Broadway, Bridgeport WV 26330	4th Thursday 7:30pm	304-842-5431	
	604	1616 Mileground Rd, Morgantown WV 26505	2nd Friday 7:30pm	304-292-0138	
	899	458 Cedar Grove Rd, Parkersburg WV 26104	1st Tuesday 7:30pm	304-428-0394	
	1070	1812 Garfield Av, Parkersburg WV 26101	3rd Saturday 6pm	304-485-2750	www.local1070.com
	1159	2709 Jackson Av, Point Pleasant WV 25550	2nd Friday 7:30pm	304-675-4260	
	1207	205A Tennesse Av, Charleston WV 25302	2nd Thursday 7:30pm	304-342-4321	www.local1207.com
	1755	4600 Camden Av, Parkersburg WV 26101	2nd Tuesday 7:30pm	304-422-1593	www.millwright1755.com
VIRGINIA	1911	2308 S. Fayette St, Beckley WV 25801	1st Monday 7pm	304-254-9911	
	319	1202 Jamison Av SE, Roanoke VA 24013	2nd Friday 7:30pm	540-343-2621	
	388	3801 Jeff Davis Hwy, Richmond VA 23234	3rd Tuesday 7pm	804-743-7458	
	613	7442 Tidewater Dr, Norfolk VA 23505	2nd Tuesday 7:30pm	757-480-2235	
1402	3801 Jeff Davis Hwy Richmond VA 23234	2nd Friday 8pm	804-275-8090		



Punch List

Mid-Atlantic Regional Council of Carpenters
(MARCC)

United Brotherhood of Carpenters & Joiners
of America (UBC)

8500 Pennsylvania Avenue
Upper Marlboro, MD 20772
301-735-6660 1-800-492-8144

www.WeWorkUnion.org

Baltimore District

410-355-5555 1-800-793-0699
Organizing: 410-737-9674
Benefit Fund: 1-800-424-2707
Apprenticeship and Training:
410-737-9670
Tradeshow Local 491 Benefit Fund:
410-254-4800

Virginia District

804-743-7458
Organizing: 804-743-2172
Benefit Fund: 1-800-424-2707
Carpenter Apprenticeship & Training:
804-275-0576
Millwright Apprenticeship & Training:
804-275-2100

Washington, DC District

301-735-6660
Apprenticeship & Training:
301-736-1696
Benefit Fund: 1-800-424-2707

West Virginia District

304-485-2300
Organizing: 304-842-5431
Benefit Fund: 1-800-553-9032
Carpenter Apprenticeship & Training:
304-428-1891
Millwright Training Center:
304-422-7637

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