REBAR: Raising the Bar for Reinforcing Steel
Changes in the Reinforcing Steel Industry

One thing is evident from this month’s feature of our work in the reinforcing steel industry; it is changing and growing as we begin to emerge from the construction depression of the last three years. Engineers are finding new applications as technology increases the capabilities of pre-cast and poured in place construction with reinforcing steel and pre or post-tensioned cables at the heart of its strength.

Just as methods of construction must advance and re-invent themselves to stay viable in today’s marketplace, we must also stay abreast of the latest developments in order to remain competitive and at the forefront of the reinforcing steel industry. The input from our contractor and industry partners through IMPACT, the National Association of Reinforcing Steel Contractors (NARSC), the Concrete Reinforcing Steel Institute (CRSI) with its Installers Interest Group (IIG), the Post Tensioning Institute (PTI), and our own Department of Reinforcing with the Local Union Reinforcing Advisory Board, and our members, is vital to the future of the Iron Workers Union. Our combined strength as stakeholders within the industry is evident as the Occupational Safety and Health Administration recently issued a Request for Information to begin the process for the first new regulations governing the safe installation of reinforcing steel and tensioned cables since 1974. (See Executive Director of Safety Steve Rank’s article.)

But we, also, cannot ignore changes that take place in our industry and how it affects our own business model as the supplier and representative of skilled ironworkers. Recognizing the changes and the need to address market conditions is never easy. Change is not easy, but as the old adage states; “If you don’t like change, you are going to hate extinction.”

To make gains in the marketplace—to double our market share—will require that we identify threats to existing markets and move quickly to counter, organize, or eliminate our competition. History has aptly demonstrated the result if we do not respond. In many areas of the country, we had all but abandoned our reinforcing steel work, but have shown that it can be recovered. In the past seven years, the regional Local Unions 846 (Lakeland, Fla.) and 847 (Phoenix) have recouped over eight million man-hours, grown to 1,100 members, and stand poised to make even greater gains as the economy improves. It took a drastic step to reestablish ourselves in those areas, and now we have a platform to show the value and competitiveness of the union model of safety, skill, and productivity; to provide more opportunities for our members; and to continue the fight for a better standard of living.

The one constant is that to gain market share you must take market share from our competitors or convert them to signatory partners. We have the tools to do that through our members’ commitment to safety and quality, the marketing of our value through IMPACT, and our dedication to organizing the unorganized. We have proven it can be done, and with your help it will be done.

Thank you for helping to build our great union.

Walter W. Wise
FEATURING

4 Rebar: Raising the Bar for Reinforcing Steel

DEPARTMENTS

19 Departmental Reports
26 IMPACT
27 Local News
29 Lifetime Honorary Members
30 Official Monthly Record

On the Cover
Pacific Coast Steel leads in the way in reinforcing steel, as our members continue to be dedicated to safety and craftsmanship.

THE IRONWORKER

20006

Canada Agreement Number 40009549.
Local 416 is Building Orange County

The journeymen and apprentices of Local 416 (Los Angeles) are building the Coastline Community College-Newport Beach Learning Center, in Newport Beach, Calif. Hailing itself as the first LEED-platinum facility in the golden state, it has approximately 122,000 square feet of space and a green roof overlooking the Pacific Ocean/Newport Beach. The unique thing about the building is all the vertical elements (except elevator core) lean seven degrees, for the full height of the building, 45 feet tall, about five and a half feet out of plumb.

Pacific Coast Steel, Local 416 ironworkers placed approximately 1,500 tons, in foundation, walls, and decks.
The project had challenges with the lean, all the wall openings, boundary elements, and the long laps at the intersections and bracing of the columns to have the right lean. Pacific Coast Steel was able to meet the schedule with the help from Foremen Antonio Hernandez, Mike Marshall, journeymen Saul Ponce, Saul Lizalde, Valentín Castelan, Benjamin Medina, apprentice Ramiro Vasquez, and General Foreman Ron Dominguez. The project is being done on time and under budget thanks to everyone’s hard work!
Pacific Coast Steel Places Rebar for New Public Safety Building

In November 2009, more than 65 percent of Salt Lake City voters approved a $125 million general obligation bond to fund the construction of a new public safety building. The facility, which includes a new emergency operations center, will serve Salt Lake City residents, visitors, and businesses, and better meet the needs of Utah’s capital.

The building includes four levels of office space above grade, two levels of secure parking garage below grade, and comprises approximately 172,000 square foot of program area with an additional 143,000 square foot of secured parking. The public safety building will house Salt Lake City’s police, fire, and emergency operations departments. Salt Lake City Mayor Ralph Becker commented, “We are excited to begin the process of construction of the public safety buildings. I promise that this construction process will be transparent and efficient. It will be on time, on budget, and a beautiful green building that this city can be proud of.”

Pacific Coast Steel (PCS) began placing rebar for the project in September of 2011 with the scheduled concrete completion date set at September of 2012. By this date, PCS will have placed over 6,000,000 pounds of reinforcing steel with over a third of this weight placed in the base slab, which consisted of a three foot thick mat with #11’s at 16 inches on center each way, top and bottom. According to Frank Sutera, regional operations manager for PCS and 30-year union contractor, the rebar in this mat was installed with “record production.” The Rocky Mountain region of PCS performs work in the states of Utah, Idaho and Montana. PCS currently employs approximately 75 ironworkers from Locals 14 (Spokane, Wash.), 27 (Salt Lake City), 29 (Portland, Ore.), 118 (Sacramento), 416 (Los Angeles), 732 (Pocatello, Idaho), and 847 (Phoenix).

Dave Madsen, a 21-year ironworker from Local 27, is in charge of the job, which employs 8–10 ironworkers from Local 847. To date, the project is injury and incident free.

Jimmy “James” Hall, Matt Diterlizzi, Tony Whitaker, Troy Killion, Jeremy Holt, and Bill Madsen.

THE IRONWORKER
Veterans Way Public Housing (Tempe, Ariz.)
Local 847 (Phoenix)
19 floors post-tensioned deck

CONTRACTOR: JD Steel
GENERAL FOREMAN: Dave Gault
FOREMAN: Rodolfo Herrera

Mega Project for AGF Steel

The new Highway 30 on Montreal's South Shore is finally being built.

The skills and knowledge of ironworkers have again been put to good use as the project presents many challenges, such as a tight schedule including winter work, and the crossing of several rivers, a navigation canal, and the Saint Lawrence Seaway connecting the Great Lakes to the Atlantic Ocean.

At its peak during summer 2011, there were 190 reinforcing ironworkers working on site from Local 711 (Montreal, Quebec), Local 842 (St. John, New Brunswick), and Local 7 (Boston).

In total, 42,000 metric tons of reinforcing steel will be used to complete the project. Both day and night shifts were used and are still being used.

Serge Gendron, engineer and owner of AGF Steel, assigned his son Maxime, also an engineer, to supervise the project. Maxime was assisted by four other engineers and four superintendents.

Mr. Gendron said AGF received full cooperation from Local Union 711's officers and members, and he is grateful to all those who participated in making the project a success.
Eli Broad Center
Local 416 (Los Angeles)

CONTRACTOR: Harris Rebar
FOREMAN: Bill Fueglein
STEWARD: Vidal Zambrano
Local 847 (Phoenix)

Contractor Pacific Coast Steel Knows How to Get It Done

For the Rocky Mountain region of Pacific Coast Steel, placement of reinforcing steel in bridges has become as easy as ABC as evidenced by the record setting completion of the Sam White Bridge in American Fork, Utah, on March 26, 2011. The Sam White Bridge is just one of the 59 new, rebuilt or modified bridges that makes up the Utah Department of Transportation's (UDOT) I-15 Corridor Expansion, known as the I-15 CORE. The $1.725 billion three-year project is UDOT’s largest to date and involves 24.3 miles of construction in Utah County from Lehi to Spanish Fork, Utah.

Pacific Coast Steel (PCS) began placing rebar for the project in June of 2010 with the scheduled concrete completion date set at June of 2012. By this date, PCS will have placed over 20,000,000 pounds of reinforcing steel while expending nearly 80,000 man-hours. Approximately 120,000 cubic yards of structural concrete will be poured along with over 3,000,000 cubic yards of asphalt paving. “It’s so great to see Pacific Coast Steel be a major part of the largest bridge expansion in Utah’s history,” says Frank Sutera, regional operations manager for PCS and 30-year union contractor. The Rocky Mountain region of PCS performs work in the states of Utah, Idaho and Montana. PCS currently employs approximately 75 ironworkers from Locals 14 (Spokane, Wash.), 27 (Salt Lake City), 29 (Portland, Ore.), 118 (Sacramento), 416 (Los Angeles), 732 (Pocatello, Idaho), and 847 (Phoenix).

The Sam White Bridge was built utilizing the ABC (Accelerated Bridge Construction) method. The 354-foot, 3.8 million-pound structure was built in an adjacent “bridge farm,” hoisted 21 feet in the air, and moved 500 feet across eight freeway lanes before being placed onto support columns already constructed over I-15. The entire two-span structure was moved using two sets of SPMT’s (self-propelled modular transporters), which are hydraulic jacks on wheels all controlled by a single joystick. The Sam White is the third of six ABC bridges that will be completed by PCS, and is the longest two-span bridge moved in the Western Hemisphere. “Building the bridge using Accelerated Bridge Construction (ABC) eliminated the need for as many as ten full freeway closures,” Dal Hawks, 115 CORE project director, said, “This reduced traffic delays and benefited the state’s economy by keeping people, goods and services moving while the bridge was being constructed.” Dean Ottley, project coordinator for PCS, was involved in the 2001 I-15 expansion and agreed. “This project seems to be less confusing with fewer closures.” The Sam White Bridge was UDOT’s 23rd ABC bridge move which is nearly double the number of ABC bridges than all other states combined.

Kyle “Pinky” Carothers, a 35-year Local 27 union ironworker and project superintendent for PCS, responded when asked about his biggest challenge, “Logistics. With 59 bridges spread out over 24 miles, just getting the right people and the right material to the right location all on time can be very challenging.” To date PCS has not had a lost-time injury on this project while working in excess of 25 men per day.

JUNE/JULY 2012
Harris Rebar
Local 97 (Vancouver, British Columbia)

Bayshore Rebar on the Job
Fred Gentile, foreman; Nick Merlino, superintendent; Marco Merlino, foreman; Mike Bozutto; Tim Shubert; Will Pauls, business manager, Local 350 (Atlantic City, N.J.); Harry Staley, foreman; Steve Gelsleichter, steward; Jorge Maldonado; Villiam Lemalu; Rene Solano; Dan Smith; Rich Decicco; and Ray Phillips, business agent, Local 350.

Dan Smith, Fred Gentile, Harry Staley, Nick Merlino, Marco Merlino, Steve Gelsleichter (steward), Joe Merlino, Jeff Childs, and Joe Platania.
North America’s First Fully Digital Hospital Built by Local 721

Local 721 (Toronto, Ontario) reinforcing ironworkers are at work for Harris Rebar on the new Humber River Regional Hospital. Local 721 members are placing between 12,000 and 15,000 metric tons of rebar on the project.

Forty-two reinforcing ironworkers are working on the new 1.7 million-square-foot hospital. Four tower cranes are up, and by summertime, eight cranes will be spread over the 30-acre site. The crew is expected to grow to over 60, and ironworkers have placed over 1,200 tons in raft slabs.
Pacific Coast Steel Reinforcing Work
JD Steel Company, Inc., is building the caissons for the first phase of the Mayo Clinic Proton Therapy Cancer Center in Scottsdale, Ariz. Mayo Clinic’s plans call for constructing a 100,000-square-foot building to house the proton therapy equipment needed for four treatment rooms. The equipment includes a cyclotron and a mammoth 100-ton, three-story motorized machine called a gantry. During the building phase of the $180 million project, a total of 500 construction jobs will be created. When fully operational, the proton beam program will employ more than 250 new staff members, including physicians as well as physicists. Proton technology affords doctors superior control and placement of the beams, which can penetrate deep into the body and release the maximum amount of energy closer to the tumor while limiting exposure of healthy cells.

The project involves building 220 caissons ranging from 3 to 8 foot in diameter and 20 to 80 feet long. The larger caissons have 36 #11’s and are in excess of 12,000 lbs. each. Lawrence Young, a member of Local 29 (Portland, Ore.), is the general foreman and his foreman is Local 847 (Phoenix) member Jesus Mosquedo. Dave Robles, field superintendent for JD Steel and 29-year rodbuster commented, “It’s nice to be involved with a project like this that has the opportunity to save so many lives.” Mayo Clinic estimates it will treat about 1,200 patients each year after its Arizona proton center opens in late 2014 or early 2015.

It is important to point out that this project was originally slated to be awarded to a non-union company. The International’s Organizing Department got involved and was able to turn this around resulting in the project being awarded to a Local 847 signatory contractor. Local 847 sends sincere thanks to Bernie Evers and his entire team for all their efforts on the project.

Front row: Miguel Angel Salazar, Calexis Lopez, Pablo Gutierrez, and Arturo Quezada. Second row: Lawrence Young, Lauro Mata, Brian Toledo, Angel Mendez, Margarito Soliz, Jesus Mosquedo, and David Lopez.
Arizona State University
Downtown Student Housing (Phoenix)
Local 847 (Phoenix)
Two buildings, each nine floors of post-tensioned deck
CONTRACTOR: JD Steel
GENERAL FOREMAN: Gonzalo Lozano
FOREMEN: Martin Canales, Gregorio Hernandez

Arizona State University
School of Business
(Tempe, Ariz.)
Local 847 (Phoenix)
Five floors of radius post-tensioned deck
CONTRACTOR: JD Steel
GENERAL FOREMAN: Erwin Antillon
FOREMAN: Rene Davila

Optima Condominiums
(Scottsdale, Ariz.)
Local 847 (Phoenix)
Seven floors of post-tensioned deck
CONTRACTOR: JD Steel
GENERAL FOREMAN: Manual Montano
FOREMEN: Rudy Santillano, Mike Harrison


Cedars Sinai
Local 416 (Los Angeles)

CONTRACTOR: Pacific Coast Steel
FOREMAN: Ronnie Dominguez
STEWARD: Tony Hernandez
The Shores at Marina
Local 416 (Los Angeles)

CONTRACTOR: CMC Rebar
FOREMAN: Eric Vargas
STEWARD: Pedro Zelaya

JUNE/JULY 2012
Mile High Rodbusters, a Denver-based Local 847 (Phoenix) contractor, is placing 12,000 tons of rebar in the foundations for the Los Vientos Wind Farm in Lyford, Texas. The wind farm, to be sited on 30,000 acres of leased land, will be capable of generating enough electricity to power approximately 60,000 homes. Duke Energy Renewables will build, own, and operate the 400-megawatt (MW) Los Vientos I Windpower Project in Willacy County, approximately 120 miles south of Corpus Christi and 20 miles inland from the Gulf of Mexico.

Duke Energy Renewables, part of Duke Energy’s Commercial Businesses, is a leader in developing innovative wind and solar energy solutions for customers throughout the United States. The company’s growing portfolio of commercial renewable assets includes nine wind farms and four solar farms in operation in five states, totaling approximately 1,000 megawatts in electric-generating capacity.

The Los Vientos project involves Mile High Rodbusters placing approximately 140,000 lbs. of rebar in each of the 171 foundations. Each foundation is 6’6” thick and consists of a bottom mat of #11’s at 6” OC each way and a top mat of #9’s at 6” OC each way. In addition, each foundation contains approximately 750 cubic yards of concrete. The schedule calls for three foundations to be completed each day, which translates to 420,000 lbs. of rebar placed, and 2,250 cubic yards of concrete poured every day, six days a week, in order to achieve commercial operation by December 2012.

Wanzek Construction, a MasTec, Inc. company, is the general contractor for the project and has been in operation since 1971. Wanzek’s dedicated wind teams have installed more than 3,300 MW of wind generation capacity across the country for some of the biggest names in the industry.

Mile High Rodbusters was started in 2008 and owned by third generation ironworker Brad Garcia. His father and project manager on Los Vientos, Bob Garcia Sr., who started his ironworking career in 1973, described the project as “challenging.” “Any project that calls for the placing company to install 10-11 truckloads of rebar every day is challenging and compounded by the fact that the project is spread out over 76 square miles.”
The Department of Reinforcing Ironworkers and Advisory Committee continues efforts to support and help create/implement standards to improve safety performance in our industry.

Steven Rank, executive director of safety and health for the Iron Workers International gave us the following update on the industry coalition urging the support of OSHA for negotiated rulemaking for the development of new safety standards and regulations to address specific workplace hazards in the reinforcing and post-tensioning industry:

“The International Association and IMPACT are pleased that our persistence to pursue new safety standards for reinforcing steel and post-tensioning activities has paid off. On March 28, 2012, the Occupational Safety and Health Administration issued a Request for Information (RFI) that seeks comments on how to prevent injuries and deaths from reinforcing concrete activities in construction. OSHA will use the comments received to learn more about how workers get injured and what solutions exist to prevent injury and death, including possible regulatory action. Our members face potentially life-threatening hazards including impalement, collapsed walls, and slips, trips, and falls. OSHA data indicate that more than 30 workers died while performing these activities from 2000–2009.

“Our pursuit of new safety standards to protect our members was initiated by our general officers and representatives from IMPACT in a meeting with agency officials in 2010. Safety hazards relating to reinforcing steel and post-tensioning operations were brought to OSHA’s attention and a petition submitted by the International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers and IMPACT. The petition included an Industry Coalition of Stakeholders consisting of the Iron Workers International, IMPACT, National Association of Reinforcing Steel Contractors, Concrete Reinforcing Steel Institute, Post Tensioning Institute, Western Steel Council, Department of Reinforcing Ironworkers Advisory Committee, and the Center for Construction Research and Training.

“After many meetings with agency officials and support letters from district councils, local unions, and contractors, the agency finally agreed that new standards for reinforcing steel and post-tensioning activi-
As the 28th annual ironworker instructors training program nears, I’m looking forward to greeting the participants who signed up for a course being offered for the very first time—Rebar Welding Certification. As the training coordinator for Local 29 (Portland, Ore.) for 13 years, I’ve seen new weld procedures in the structural field grow and grow. What really surprised me a few years back, though, is the number of calls I received from rebar contractors who were awarded a job requiring rebar welding certification. A large number of remodels or seismic upgrades were taking place in the Northwest, and many included projects needing an ironworker with rebar welding certifications. After meeting with contractors and receiving a copy of their weld procedure, I realized the importance of having a qualified rodman who can not only read blueprints and install iron, but also weld on rebar when required. Since then, rebar welding has been introduced to all apprentice and journeymen welding classes, and many of our members have successfully completed and passed the qualification test. Many of the welding procedures for rebar can be found in the Quality Assurance Manual available to our training centers that are accredited testing facilities.

In Ann Arbor, Mich. in July, those enrolled in this new course will cover the latest techniques for the welding of rebar applications. The classroom and hands-on instruction will focus on AWS D1.4 recommendations for SMAW welding; structural details, workmanship, techniques, electrodes, and inspection. Participants will receive an AWS D1.4 code book and have an opportunity to complete a welder qualification test. Certification will be based on successful completion of the weld test examination.

In the future, the National Training Fund will introduce flux core arc welding (FCAW) to the rebar welding course, and also a blueprint reading course for coordinators and instructors who teach reinforcing at their local. At the various meetings and conventions I’ve attended in the last year, all future construction reports look similar: Over 60% of all new construction will be associated with rebar and post-tension applications. Many high-rises today are being built with concrete, and it is important our members are trained and ready when future projects break ground!

For information on welding procedures or training please call the National Fund office.
Preventing IMPALEMENT
One of the Deadly Dozen Hazards

In January of 2012, the Safety and Health Department launched several new initiatives designed to “target the deadly dozen hazardous activities that lead to fatalities and disabling injuries.” The focus of this article is to highlight some of the job site impalement hazards that commonly occur during the reinforcing steel and steel erection process. Fatality and incident reports obtained from the Occupational Safety and Health Administration (OSHA) and the International Association revealed impalement as one of the deadly dozen hazards. Following are illustrations of common impalement hazards our members must recognize and prevent in the workplace. As part of our 2012 Zero Fatality Campaign, remember, “You See Something…You Say Something.” Ironworkers must never work over or near unprotected protruding dowels.

Avoid Unprotected Rebar Dowels

The photograph on the right illustrates a double row of footing dowels that have been properly covered to help prevent impalement hazards.

In preparation for pouring concrete in footings, piers, slabs, grade beams, and other sub-surface supports, jobsite conditions are often uneven and create slip hazards. When carrying and placing reinforcing steel bars over or near rebar projections, the exposed projections must be covered with appropriate materials to prevent impalement. Following is the applicable Federal OSHA standard pertaining to the guarding of reinforcing dowels. It should be noted that project contract documents or state-approved OSHA plans may contain more stringent safety standards pertaining to impalement hazards and employer requirements.

Federal OSHA 1926.701(b) - “protruding reinforcing steel shall be guarded to eliminate the hazard of impalement.”

Evaluation Protective Covers—Take a Closer Look

Not all protective covers used for rebar covers are designed to prevent impalement and must be evaluated prior to use. In the photograph below and to the right, the ironworker superintendent inspects the plastic rebar covers that are sometimes called “mushroom caps.” These caps are not intended or manufactured to protect workers from impalement, but rather incidental cuts and scrapes. It is important to inspect all protective covers to ensure that they have been designed to provide impalement protective.

There are protective caps designed to prevent impalement, and they will usually be flat on top, and be fabricated with steel plates inside the covering. This will prevent the rebar dowel from penetrating the protective cover. The photograph below and to the right, clearly illustrates the difference between an approved impalement cover with a steel plate and the “mushroom cap.” The metal plate is easily seen from the bottom of the cover. Prior to working over or near protruding rebar dowels, ironworkers must verify that approved impalement covers have been provided.

Using Wooden Troughs as Protective Covers

Wooden troughs can be an effective method to provide impalement protection. The photograph on the top left of the following page illustrates a double row of wall dowels that have been properly
covered with wooden troughs to prevent impalement hazards. However, the wooden troughs must be designed and tested under the direction of a qualified person to ensure that impalement protection has been documented. The use of wood or metal troughs to cover protruding dowels is a quick and easy method of eliminating the exposure to dowel impalement.

Precautions for Working Over Dowel Covers

Prior to accessing curtain wall steel, all impalement covers must be installed on the protruding rebar dowels. The photograph below and to the left illustrates a row of wall dowels that have been properly protected by impalement covers. The manufacturers of various types protective dowel covers may have a maximum height at which work can be performed above them. In some cases, the manufacturer will identify the maximum fall distance on the top of the protective cover. Additionally, some state approved OSHA plans may contain more stringent standards pertaining to the design and maximum fall distances for employees working over dowels covers.

Impalement Hazards from Other Projections

Impalement hazards are not limited to protruding rebar, but other types of projections commonly found on job sites. The photograph on the right illustrates a potential impalement hazard from the vertical angle iron used for a cable guardrail system. Angle iron and other vertical projects on the job site may not be suitable for protective covers. However, they can present an impalement hazard to ironworkers working above them. In this photograph, the angle iron posts are directly beneath the field beam where ironworkers move point to point. Special attention must be given to job site conditions and work activities that are being performed above any type of projection that creates an impalement hazard.

The “2012 Zero Fatality” campaign will challenge all members to “intervene and prevent unsafe conditions and unsafe acts” in the workplace. Impalement hazards created by protruding rebar and other similar projections are one of the “deadly dozen hazards” that has contributed to fatalities and disabling injuries. This campaign will include hard-hat stickers and gang-box stickers for training facilities and local unions. I will continue to work closely with district councils, local unions, and IMPACT regional advisory boards throughout the United States and Canada to promote the “2012 Zero Fatality.”
SAFETY and HEALTH DEPARTMENT REPORT

Steve Rank

The Ironworker Management Progressive Action Cooperative Trust (IMPACT) continues to support a variety of Canadian activities.

**Foreman Training**

Ironworkers at Vale Inco’s commercial nickel processing facility in Long Harbour, Newfoundland are placing seven thousand tons of reinforcing steel. The rebar work is being done by crews under the supervision of ironworker foremen. Once rebar is placed, other ironworker foremen and their crews will continue the construction process.

To help ensure our employers have the crew leadership required to meet project safety and construction requirements, IMPACT recently conducted a foreman training course in St. John’s, Newfoundland. Working with Local 764 Business Manager Tom Woodford and Training Coordinator Larry Hawco, IMPACT’s Director of Education and Training Rick Sullivan, and Local 721 (Toronto, Ontario) Apprenticeship Coordinator Clint Knowlton, conducted the foreman training course for 22 participants representing a number of local contractors.

David Clark, Industrial Relations and Human Resource Consultant for Vale Inco, spoke to the course participants focusing on the ironworker leadership required for Long Harbour and other upcoming construction projects. Clark commented, “The ironworker’s constant professional improvement with a focus on leadership development for foremen will help ensure quality work is done on the jobsite.”

**Foreman Training for Ironworkers** is a three-day course designed by IMPACT to help develop skilled ironworker foremen. During this highly interactive course, the participants learn the roles and responsibilities of the foreman. In addition, they learn how to create an effective work team, communicate effectively, apply problem-solving skills, document and maintain records, maintain labor-management relations, plan and schedule work, implement a safety program, and ensure the quality of work.

When asked about the course, one of the participants responded, “This course opens up your mind to the things that a foreman has to face every day.” Another said, “This course should be mandatory for all journeymen.”

**Superintendent Training for Ironworkers**

IMPACT recently pilot tested a new course entitled Superintendent Training for Ironworkers. Several Canadians participated in the pilot course and plans are underway to bring this exciting new course to various locations across Canada.

This is a blended-learning course involving self-study and completion of online exercises. Those completing the self-study component may be sponsored to attend a three-day training course. This group-based course will focus on technical

Fred Woodford, Local 764 (St. John’s, Newfoundland) business agent; Larry Hawco, Local 764 training coordinator and president; Jacques Dubois, district council president; David Clark, industrial relations and human resource consultant for Vale Inco; Tom Woodford, Local 764 business manager; and Darrell LaBoucan, executive director of Canadian Affairs and eighth general vice president.
and personnel issues faced by ironworker superintendents.

**Supervisor Training for Shop Ironworkers**

In April, IMPACT and the National Training Fund conducted a pilot course of the new Supervisor Training for Shop Ironworkers course. About half of the course participants were from various shop locals and employers from Canada. This course will be conducted in Canada sometime in the coming months.

Supervisor Training for Shop Ironworkers is a 24-hour course designed to develop skilled ironworker supervisors. During the course, the participants learn the roles and responsibilities of the supervisor. In addition, they learn how to create an effective work team, communicate effectively, apply problem-solving skills, document and maintain records, maintain labor-management relations, plan and schedule work, implement a safety program, and ensure the quality of work. They also learn how to design and implement shop training programs.

**Marketing Seminar**

IMPACT has developed an interactive marketing seminar designed to prepare business managers to market the ironworkers to contractors and owners effectively.

During this full-day seminar, the participants learn to identify who is responsible for marketing. They also learn how to describe the ironworker brand, identify customer needs, identify what the ironworkers stand for, address customer concerns and objections, satisfy customer needs, contact a customer to make an appointment, meet with a customer, and to close the deal.

Plans are being made to conduct several of these seminars across Canada.

We will continue to work with IMPACT to ensure that their products and services are made available to our members and contractors.
**DAVIS-BACON/PREVAILING WAGE REPORT**
as provided through IMPACT
Chris Burger, Wage Compliance Administrator

"**W**hat enforcement?" "Besides, it helps the non-union worker get our wage, meanwhile they skim that to come in low ..." This is some of the talk you might hear in the rebar industry when discussing prevailing wage.

There’s an element of truth in such claims. Out of all ironworkers, the union rodbuster ranks have felt the attacks on the very integrity of the trade.

But on DOL enforcement: Consider some facts. Last year, the Wage & Hour Division’s budget (just part of the total DOL outlay) was an estimated $244 million. That’s an increase of almost $20 million in one year, with greatly restored staffing for investigations, reversing decades of neglect.

And the end result? The number of incoming Wage and Hour Division, Department of Labor complaints concerning Davis-Bacon violators has quadrupled since 2008.

This doubles the number of completed cases and increasing enforcement hours by six times since ’08. New debarments that prevent sham contractors from bidding on public work quadrupled when you compare 2008 to 2011, according to DOL statistics. How does this square with “there is no enforcement?” This turnaround is a clear response to the GAO’s critical report in 2009 that rightly showed how the DOL was dropping the ball on enforcement.

But are we doing all we can to make sure a good slice of these enforcement cases are for the ironworker? The rebar sector has been relatively quiet compared to what I hear in calls from locals focused on the structural side and other trades. The downside of throwing up your hands about a system we've supported for decades is that others will be happy to fill the void.

Successful structural ironworker cases against non-union cheaters have been underway in such labor-strongholds like Louisiana and Alabama. That’s a testimony to the DOL doubling-down on this issue on their own, and when presented with key information from our locals and contractors working with this office. I re-invite rebar contractors and locals to start here. Together, our strategy will unify our call for a crackdown on rebar wage violations.

As for the Davis-Bacon Act itself, let’s not forget it was not (as some argue) designed to protect labor unions, but to broadly support local contractors vs. fly-by-night operators from low-wage regions. It was a trade-off that stabilized labor relations away from industrial strife on public works. It’s had bipartisan support for over 80 years. While a true Wild West free market would cause many to flock our way for higher wages and benefits, you might also say “be careful what you wish for” as certainly many areas of the nation have seen wage setting as a net positive.

It’s hard to deny the quiet assault on Davis-Bacon since the Reagan Administration came up with a machinery that serves as a rate classification and wage shredder, with many a wage sheet having no reinforcing ironworker (or other trades). (Projects without the rodman listed still do have to pay a rate via the conformance procedure.)

The way the Davis-Bacon law has been administered even under friendly administrations has not reversed the trend of posting rock-bottom rates. Some have taken to calling it “the balkanization of the trades” on prevailing wage determinations, with every trade carved down to a task or two. All of this we continue to fight head on.

In the last decade, we saw our leadership take painful, but necessary steps to bring back the then-declining union reinforcing contractor base. Then, we worked with our brothers and sisters in labor to fight for a new president and an administration not shy about supporting labor unions, OSHA or the re-energized WHD as it tries to restore Davis-Bacon enforcement. But, as Frank Sinatra might have sung, “I want to be a part of it.” If rebar wage violators run rampant, let’s start talking projects, violations and specifics. Call me. Let’s re-double our efforts to show we won’t stand for lax standards and believe a level playing field is a worthy public policy.
IMPACT Gears Up

To Launch All-New Superintendent Training For Ironworkers Course in Fall 2012

IMPACT and the National Training Fund will soon be publishing the new Superintendent Training for Ironworkers manual and conducting a blended learning course based on the manual. The goal of this training initiative is to develop ironworker superintendents to meet the needs of our contractors and local unions.

During this blended learning course (combination of self-study, online exercises, and group-based training), the participants will learn the roles and responsibilities of the superintendent as well as how to manage project schedules, information, people, the job site and safety. Participants will also learn communication skills, how to close out a project, and basic construction finance and law.

This course is designed for ironworkers who have completed the Foreman Training course or have experience as a foreman, general foreman, or superintendent. Individuals interested who have not completed the Foreman Training course are encouraged to do so before beginning this course.

There are two levels to this new course. The first level of training is available to all ironworkers and contractors. This level consists of self-study and the completion of online exercises through the Iron Workers new Online Learning Center.

Those completing level one (and who are then sponsored by their local union or employer) may attend the level two training, which is a three-day, group-based course. This group-based course will be offered in various locations in the U.S. and Canada. Courses may also be offered at the request of IMPACT Regional Advisory Boards (RABs), if there is a need in a specific area.

All course participants will be required to complete the level one training (reading the manual and completing the online exercises) before attending the group-based course. Individuals (often through their sponsors) attending the group-based course are responsible for all travel costs.

The content of this new manual includes information on:

- The roles and responsibilities of the ironworker superintendent
- Managing project schedules
- Managing information
- Managing people
- Managing the job site
- Managing safety
- Demonstrating effective communication skills
- Closing out a project
- Describing basic construction finance
- Describing basic construction law

In May of this year, a pilot course was conducted to finalize the training manual content, test the online exercises, and finalize the design of the group-based course. The new training manual and online learning exercises will be available in early September.

How to Enroll in the Course

Ironworkers interested in enrolling in the self-study course will need to contact their local apprenticeship coordinator in early September. The coordinator will order the manual from the Apprenticeship Department’s online bookstore. The ironworker (depending on local union policy) will then pay for the manual.

The coordinator will enroll the ironworker in the Superintendent Training for Ironworkers course using the Apprenticeship Tracking System. The ironworker (who must have an e-mail address) will then receive an e-mail with instructions for how to access the online learning center to work on the online exercises. After completing the reading of the manual and online exercises, the ironworker will be able to print a certificate of completion.

Contractors interested in having their ironworker foremen, general foremen, and superintendents participate in this course have two options. They can visit the IMPACT website at www.impact-net.org to register and purchase the manual. They can also refer their foremen, general foremen, and superintendents to their local union apprenticeship coordinator.

We are confident that this new blended learning course will help develop skilled superintendents allowing more ironworkers to assume leadership positions with our contractors. For more information on the Superintendent Training for Ironworkers, contact IMPACT or the Apprenticeship and Training Department.

THE IRONWORKER
Ironworker Poetry

The Ironworker’s Poem
(The Eternal Project)
By William Wahlsteen, Local 361 (Brooklyn, N.Y.)
Finding the way, and making the move,
that sets the iron to ease,
The character, poise, and strength of the heart,
makes others weak in the knees,
It’s much more than pride, yet it’s taken in stride,
as the workers take to the air,
to fill in the sky, and awaken the eye,
to that which had never been there.
In all of mankind, it’s so hard to find, a job so pure to the soul,
where all of the strain, is everyone’s gain,
and completeness is everyone’s goal.
Maybe a hospital, maybe a school,
perhaps it’s a church we must build,
It’s not just the jobs, but the grace that is God’s,
that continues as the buildings are filled.

To Us—”Top of the Food Chain”
By Ricky “Van Halen” Johnson, Local 378 (Oakland, Calif.)
It’s never the same
The sites they always change
Each and every day
Building up, the good of USA
Topping off, now in sight
Hangin’ irons for the bold
Keep it cool and check your pride
Cause I’m a cowboy-
On a steel horse, high rise
Contractors love me,
Cause I’m takin it to the sky
Contractors love me,
All my crew goes home alive
(Acknowledgement to Bon Jovi)

My Father’s Hands
By Zach Payne, son of Myron Payne, Local 27 (Salt Lake City)
When I see his hands
I see skyscrapers & bridges
I see I-beams & cranes
I see steel forged by fire
When I see his hands
I see oil & dirt
I see black soot that makes his spit black
black as night
I don’t see the asbestos fibers in his lungs
but it’s there
When I see his hands
I see swollen joints, marred with arthritis
I see scars & burns
I see mornings when these hands refuse to close
When I see his hands
I feel the frostbite of extreme winters

Hands that try to find warmth in frozen gloves
I feel blistered shoulders burnt by the sun & rebar
In his hands
I see a generation of hands
worker-hands
hands that have built these cities
In my father’s hands
I see a brotherhood
I see tenderness
I see sacrifice
My father’s hands
have wielded, tied rebar, bolted up buildings
but most importantly, they have built a family
forged by LOVE

Untitled
By Eileen Walt, wife of deceased member Perry Walt,
Local 97 (Vancouver, British Columbia)
I’d like to write my feelings down
And say what’s on my mind
About these iron working men
The rough and ready kind.
I married one and learned the ropes
When I became his wife
And traveled with him on the job
In his construction life.
I learned to live in different towns
And it was really fun
To cook and mend and clean for him
While he got his work done.
I got to know the funny words
That they use all day long
Spud wrenches, bolts and big snatch blocks
And things like “come-a-long.”
These guys act tough and hard as nails
They love to curse and swear
But underneath it all you’ll find
They’re just big teddy bears.
You’ll notice that when they’re at work
They spend a lot of time
Discussing all the girls they know
All sizes, shapes and kinds.
But when they’re out with their best girl
On some romantic night
They sit and talk about the job
On their construction site.
They are a most peculiar bunch
You must agree to that
A very special type of guy
A different “breed of cat.”
So, if you fall in love with one
Just do the best you can
You’ll love him ‘til the day you die
Your ironworking man.
No Rain Outs Up Here
By Frank Berry, Local 361 (Brooklyn, N.Y.)

As my time comes near
I feel a hand come thru the skies
And when my spirit comes thru the clouds
I see my father, brother, uncle, grandfather.
The first thing I hear
There are no rain outs up here.
So as I climb the columns to my point
I hear a familiar voice
I turn my head to see my brother with a smile on his face
He says, “There are no rain outs up here.”

Family Tradition (Ironworkers)
By Terrie Rogers, daughter, wife, and mother of ironworkers

Iron and steel reach for the sky
Men on the ground stand eagerly by
Who are these men dressed in denim and blue
They’re our family of ironworkers proud and true
Coy Vandall, Steve Rogers and Jason Rogers too
All proud to be ironworkers and part of a crew
A feel for the work proudly passed down
Until God takes them home and gives them their crown.
When the job is topped out and they hang their flag
They walk away proud, yet humbled and brag
All members of Iron Workers Local 397
Two on our earth and one is in heaven!

The Road of Gold
By Amber Bone, daughter-in-law of George Bone, Local 492 (Nashville, Tenn.)

The road he walked when he was little
Was made of dirt and gravel and stone
He vowed to make a better future
And never walk the path alone.
The road he traveled along the way
Was met with twists and turns.
But his two sons Chad and Larry
Gave him that extra fire to burn.
He walked the iron and erected buildings of steel
He built the bridges we travel today.
The road we all travel along now
Is an ironworker’s day of pay.
His hardhat is retired and his hard work a story told
The road he travels now and forever is made purely of gold.

Down the Road
By John Newman, Local 86 (Seattle)

Raising iron, that’s our claim to fame,
Ironworker, that’s our name.
I worked on lots of jobs, some not so big, some not so small,
Whatever the job, I always took the call.
You can readily spot us, we stand out in a crowd.
We probably wouldn’t admit it, but we’re awfully damn proud.
Wearing hickory shirts, Levi jeans, and Redwing boots;
More or less, you could say, our business suits.
I worked in raising gangs with guys named Lefty, Blacky,
and Pete,
A more work-wise bunch you’d find hard to beat.
Some hooking on, some connecting, some bolting up,
Some dragging, decking, and some just dragging up.
I worked on a one day shot in Southern California in a little
place called Fontana
To a one-year job on the missile sites in Montana.
From a box girder bridge in the hot July Barstow sun
To a cold, rainy Astoria town, bridging the mighty
Columbia River
Where it makes its wide, final run.
From high rise in downtown L.A.
To a floating bridge out Seattle way.
From the second powerhouse at Bonneville dam
To a paper mill in Bellingham.
Fearless, tireless, not one of them afraid,
They really were masters of their trade.
They could heat, sheet, beat, weld, or tie.
They loved it most when they are hanging iron in the sky.
**Monthly Report of Lifetime Honorary Members**

*Lifetime Honorary members are published in the magazine according to the application approval date. Members previously classified as Old Age or Disability Pensioners that were converted to Lifetime Honorary membership effective January 1, 2007, will not be reprinted in the magazine.*

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>877-884-4766 (877-884-IRON)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>or visit <a href="http://www.ironworkers.org">www.ironworkers.org</a> to find out which locals need workers, type of work, and who to contact.</td>
</tr>
</tbody>
</table>

**MARCH 2012**

```
1 CAPORALE, FRANCIS J          44 JOHNSON, RONALD L          433 PAGE, EDMUND J
1 GOMEZ, MARTIN S              63 ANSIER, MICHAEL F          433 STEPHEN, JAMES A
1 MALLO, ROBERT R              63 MICHELINI, WILLIAM J       433 SZABO, IMRE
1 RYGIEWICZ, ROBERT S          63 PRIDEMORE, JOHN E          482 ROSS, DONALD
1 RYS, MATTHEW R               67 ALITZ, JEFFREY M           483 DEVINE, KEVIN
1 SEYBOLD, WILLIAM C           67 JONES, JOHN W              512 CARPENTER, TERRY F
3 BLAZIER, DONALD R            75 BOONE, TERRY L            512 VOIGT, LON
3 CONWAY, WILLIAM T            75 NIGHTENHELSER, DAVID L     568 TASKER, DARREL L
3 KARENS, LYNN K               79 WHEDBEE, AUBREY R          577 MCGAW, JERRY M
3 KESTNER, JOSEPH C            79 WINKEN, RONNIE              580 EDWARDS, CRAIG
3 LANDER, WILLIAM W            86 HUSKINSON, DON W           580 PANDER, KEITH G
3 STROUPE, DAVID W             92 LOVECHIO, JOHN              623 AIKENS, RUDY
6 TWOGUNS, VICTOR C            97 PARTON, VERNON R           623 ST ROYAM, JAMES R
7 BURGESS, WARREN B            97 SEATON, EDWARD              625 TOYAMA, GARY M
7 CORCORAN, THOMAS F           97 STEWART, JOSEPH C          704 JACKSON, HERBERT D
7 FELLOWS, GERALD E            97 YARGEAU, MELVIN D           720 BLAKEMAN, RICHARD D
7 GARAVANIAN, AVEDIS G         103 CROWLEY, CHRIS            720 FARRIS, ROGER P
7 JENKINS, WALTER C            103 RALPH, JOHN D             720 GUAPO, JOSE
7 LONDERGAN, EDWARD P          118 MAC KAY, GARY B            720 HOLT, HENRY
7 LOUGHLIN, JOHN M             118 MATLOCK, STEVEN A         720 WHITE, ROBERT C
7 TRUDEL, RICHARD W            118 SPENCE, TERRY L           721 AUGER, VICTOR
8 BRILLOWSKI, PAUL K           155 MANFREDI, JAMES A         721 BERGERON, GILLES R
8 DERR, JAMES L                229 HARSCH, WILLIAM M         721 EMLSLIE, JOHN
8 HALTER, DAVID R              272 KADANE, ROBERT C          721 JONES, LEROY
12 MCLAUGHLIN, JOHN D          272 WALLACE, JOSEPH H         721 NICOLOPoulos, BILL
15 PICARD, PAUL R              373 GODWIN, ROBERT S          721 QUATRIN, GIUSEPPE
17 REY, STEPHEN R              377 DAWSON, WILLIAM L         721 ROSSO, VINCENZO
21 PETERSEN, SCOTT C           377 GUZMAN, JOSE              721 TRACEY, JACK
22 JORDAN, DENNIS J            384 ADKINS, CARTUS L          721 WELLINGTON, RUPERT
25 CHIVAS, ROBERT B            387 BELL, JERRY H             736 KAZIENKO, ALBERT
25 COLLIER, KEITH V            393 GOLDSBERRY, LARRY R       736 MACKEIGAN, STUART D
25 ELDREDGE, ROBERT W          395 SCHWARTZ, CHARLES S       736 OULEVEY, ALFRED H
25 RENZE, BARRY R              396 BEESEAU, CHARLES W        765 LADOUCEUR, ROGER
25 TAYLOR, KENNETH J           396 JEFFERSON, FRED E          765 MATHER, DUANE
29 MC NEICE, LARRY W           397 BUTLER, WILLIAM R         769 BRYAN, PHILLIP M
29 MOVRY, DANIEL F             401 STEINN, JAMES H           769 TERRILL, KENNY
33 LINEHAN, JOHN M             416 MUSHANEY, RICHARD         771 BURGESS, WILLIAM S
37 BACON, JAMES M              417 BENNETT, BRUCE            786 ADAIR, SAMUEL B
40 BARRIOS, JUAN V             424 BEACH, WAYNE H            786 LECLAIR, RICHARD
40 HILL, ROBERT F              424 WROBEL, TIMOTHY J         842 POIRIER, PIERRE
```
### Official Monthly Record

**Approved Death Claims for March 2012**

<table>
<thead>
<tr>
<th>L.U. No.</th>
<th>Member Number</th>
<th>Name</th>
<th>Claim Number</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>578218</td>
<td>COLEMAN, LAURENCE F.</td>
<td>101860</td>
<td>2,200.00</td>
</tr>
<tr>
<td>2</td>
<td>793661</td>
<td>HALIK, ROBERT W.</td>
<td>101861</td>
<td>2,200.00</td>
</tr>
<tr>
<td>3</td>
<td>1019757</td>
<td>HOLEC, GUY</td>
<td>101920</td>
<td>2,200.00</td>
</tr>
<tr>
<td>4</td>
<td>403972</td>
<td>MC ILRATH, GEORGE W.</td>
<td>101947</td>
<td>2,200.00</td>
</tr>
<tr>
<td>5</td>
<td>416642</td>
<td>HARRRIG, WINFORD S.</td>
<td>101921</td>
<td>2,200.00</td>
</tr>
<tr>
<td>6</td>
<td>937549</td>
<td>HINES, DENNIS E.</td>
<td>101948</td>
<td>2,200.00</td>
</tr>
<tr>
<td>7</td>
<td>695703</td>
<td>ZUENDEL, RAYMOND R.</td>
<td>101862</td>
<td>2,200.00</td>
</tr>
<tr>
<td>8</td>
<td>416647</td>
<td>JAMIESON, NORMAN</td>
<td>101899</td>
<td>2,200.00</td>
</tr>
<tr>
<td>9</td>
<td>945119</td>
<td>BROWN, DANIEL J.</td>
<td>101949</td>
<td>2,200.00</td>
</tr>
<tr>
<td>10</td>
<td>633708</td>
<td>DOYLE, GEORGE</td>
<td>101922</td>
<td>2,200.00</td>
</tr>
<tr>
<td>11</td>
<td>838729</td>
<td>MOONEY, JOSEPH M.</td>
<td>101950</td>
<td>2,000.00</td>
</tr>
<tr>
<td>12</td>
<td>1419546</td>
<td>NAPOLITANO, PETER</td>
<td>101863</td>
<td>2,200.00</td>
</tr>
<tr>
<td>13</td>
<td>490308</td>
<td>NOSEWORTHY, JOHN E.</td>
<td>101923</td>
<td>2,200.00</td>
</tr>
<tr>
<td>14</td>
<td>1069728</td>
<td>RICHARD, MICHAEL A.</td>
<td>101864</td>
<td>2,000.00</td>
</tr>
<tr>
<td>15</td>
<td>1423248</td>
<td>ROSS, MITCHELL L.</td>
<td>101951</td>
<td>500.00</td>
</tr>
<tr>
<td>16</td>
<td>427211</td>
<td>LOMONACO, DOMINICK A.</td>
<td>101865</td>
<td>2,200.00</td>
</tr>
<tr>
<td>17</td>
<td>411229</td>
<td>ROSE, STANLEY B.</td>
<td>101866</td>
<td>2,200.00</td>
</tr>
<tr>
<td>18</td>
<td>437026</td>
<td>BROWN, RICHARD R.</td>
<td>101922</td>
<td>2,200.00</td>
</tr>
<tr>
<td>19</td>
<td>405099</td>
<td>FERRARE, MITCHEL J.</td>
<td>101952</td>
<td>2,000.00</td>
</tr>
<tr>
<td>20</td>
<td>965585</td>
<td>LLOYD, ROBERT</td>
<td>101953</td>
<td>2,000.00</td>
</tr>
<tr>
<td>21</td>
<td>254217</td>
<td>PETZKE, ALBERT A.</td>
<td>101924</td>
<td>2,200.00</td>
</tr>
<tr>
<td>22</td>
<td>754082</td>
<td>SABO, DENNIS</td>
<td>101899</td>
<td>2,000.00</td>
</tr>
<tr>
<td>23</td>
<td>605192</td>
<td>CAHILL, JAMES B.</td>
<td>101868</td>
<td>2,200.00</td>
</tr>
<tr>
<td>24</td>
<td>477435</td>
<td>GRANT, HUGH A.</td>
<td>101953</td>
<td>2,200.00</td>
</tr>
<tr>
<td>25</td>
<td>864667</td>
<td>SHAFFNER, GERALD D.</td>
<td>101954</td>
<td>2,200.00</td>
</tr>
<tr>
<td>26</td>
<td>1278172</td>
<td>TERRY, WILLIAM D.</td>
<td>101869</td>
<td>1,750.00</td>
</tr>
<tr>
<td>27</td>
<td>530450</td>
<td>BYERS, WILLARD R.</td>
<td>101926</td>
<td>2,200.00</td>
</tr>
<tr>
<td>28</td>
<td>885724</td>
<td>JOHNSON, GARY R.</td>
<td>101927</td>
<td>2,200.00</td>
</tr>
<tr>
<td>29</td>
<td>655299</td>
<td>WUROCKO, MICHAEL</td>
<td>101928</td>
<td>2,000.00</td>
</tr>
<tr>
<td>30</td>
<td>770881</td>
<td>SIEGEL, IVAN G.</td>
<td>101929</td>
<td>2,000.00</td>
</tr>
<tr>
<td>31</td>
<td>1135682</td>
<td>KAY, KENT D.</td>
<td>101900</td>
<td>2,200.00</td>
</tr>
<tr>
<td>32</td>
<td>609905</td>
<td>BAKER, WILLIE E.</td>
<td>101930</td>
<td>2,200.00</td>
</tr>
<tr>
<td>33</td>
<td>851346</td>
<td>OLIVER, LEWIS E.</td>
<td>101870</td>
<td>2,200.00</td>
</tr>
<tr>
<td>34</td>
<td>630026</td>
<td>CRAWFORD, CHARLES L.</td>
<td>101901</td>
<td>2,200.00</td>
</tr>
<tr>
<td>35</td>
<td>754987</td>
<td>BOISVET, ALBERT F.</td>
<td>101931</td>
<td>1,750.00</td>
</tr>
<tr>
<td>36</td>
<td>1405817</td>
<td>MC GARTH, JAMES P.</td>
<td>101871</td>
<td>1,150.00</td>
</tr>
<tr>
<td>37</td>
<td>886038</td>
<td>TREMPER, CHARLES D.</td>
<td>101872</td>
<td>2,000.00</td>
</tr>
<tr>
<td>38</td>
<td>726700</td>
<td>MAIRE, ROBERT J.</td>
<td>101955</td>
<td>2,200.00</td>
</tr>
</tbody>
</table>

### International Ironworkers Festival | August 10–12, 2012

The 2012 International Ironworkers Festival will be held August 12–14 in beautiful Mackinaw City, Michigan. There is no better time than now to come together as friends and family to celebrate our union. The IronFest is expanding every year with new vendors and booths from all over North America, displaying the latest in safety and technology from our field. Come join in the friendly competitions, including the column climb, spud throw, rivet toss, knot tying, and rod tying. Family can enjoy the many rides and attractions. Come join your brothers and sisters at the 2012 International Ironworkers Festival. For more info go to www.iwstore.org.
CUSTOMIZED GIFT ITEMS AND APPAREL CREATED EXCLUSIVELY FOR MEMBERS OF THE

IRONWORKERS INTERNATIONAL UNION

ALL ITEMS ARE MADE WITH PRIDE IN THE U.S.A.

ORDER FORM

Name __________________________
Address _________________________
City __________ State _______ Zip ______
Phone ____________________ Local # ______
Member # ______________________

ITEM # | DESCRIPTION | QTY | SIZE | PRICE | AMOUNT
--- | --- | --- | --- | --- | ---

Make Check or Money Order Payable to: K&R Industries
Send completed form and check to:
IW Fulfillment
P.O. Box 220690
Chantilly, Virginia 20153

Questions? Call: (800) 789-0072

All Proceeds Benefit the John H. Lyons Sr. Scholarship Foundation

Shop online at www.iwstore.org for access to our clearance items!

11/2011

• All orders are shipped UPS surface.
• Please allow 3 weeks for delivery.
• No minimum orders required.
• Virginia residents add 5% state sales tax to Sub-Total.
• Canadian orders may be subject to GST.
• All listed prices are in U.S. funds.

Shipping & Handling: Under $50 - $9.50
$51 to $100 - $11.50
$101 & Up - $13.50

Sub-Total
VA Sales Tax
Shipping
TOTAL
Local 847 AT THE
Los Vientos Wind Farm