Huge Utah Power Plant Gets Fed’s Approval

The proposed $33 billion Intermountain Power Project in Millard County, Utah received the green light from two federal agencies this month, clearing the way for construction of the nation’s largest power plant. Interior Secretary Cecil Andrus gave his agency’s key go-ahead Dec. 19 at the Hotel Utah’s Grand Ballroom before 300 political, business and government representatives. Following close on the heels of Andrus, the Environmental Protection Agency announced a few days later its intention to grant its crucial permit for the project. Having obtained these two approvals, the IPP now goes before state approval which is virtually certain at this point.

Preparation of the 4,640-acre plant site west of Lyndyol, Utah is expected to begin in September 1981. The four 750-megawatt generating units are slated to be on line in 1989. Andrus’s approval also clears the way for power line rights-of-way and sale of the plant site by the Bureau of Land Management to the Intermountain Power Agency, the organization of Utah municipalities that will actually own the plant.

The power will be sold to 29 communities in Utah and California, six rural electric cooperatives and Utah Power and Light Company. The EPA, in announcing its approval for the project, said the air pollution controls proposed for IPP, along with the condition written into the permit, represent the best available control technology for coal-fired power plants, according to EPA regional administrator Roger Williams.

The proposed plant is designed to meet all applicable federal and state emissions standards.

Supporters and Critics Cast Anxious Eye on Proposed $33 Billion Missile System

By James Earp
Managing Editor

O ut in the Dry, Sparsely populated deserts of western Utah and Nevada, Air Force technicians are traveling from one isolated valley to another taking earth samples and preparing reports for a nuclear defense project that, if carried out, would be the largest public works project in the history of the nation—bigger than the interstate highway system, three times bigger than the Alaskan pipeline project.

It is the MX (for Missile Experimental), a $33 billion construction project in today’s dollars that would install a massive system of trenches in racetrack configuration, each housing a new generation nuclear missile loaded aboard a 300-ton transporter capable of launching from any one of up to 23 shelters constructed around the track.

Up to 200 trenches are planned, spanning portions of Utah and Nevada (see map). One ICBM Missile would be installed in each trench and shuffled among the concrete shelters in a constantly shifting pattern designed to prevent the missiles from being definitely targeted and knocked out by incoming enemy warheads, as is now possible with the nation’s present system of fixed-silo missiles.

It’s a James Bond kind of project that boggles the imagination, not only in its strategic capabilities, but in its environmental impact. The estimated 600,000 barrels of water for initial construction within the next two years is estimated at $3.5 billion in today’s dollars, which means environmental impact statements would have to be completed, designs finalized and federal appropriation money made available for initial construction within the next two years.

While under construction the project would provide continuous employment for over 40,000 construction workers and upwards of 14,000 permanent operational personnel. The massive demand for construction materials would create additional thousands of construction jobs in cement batch plants, rock, sand and gravel operations and a host of other work for material dealers and machine shops throughout Utah, Nevada and California.

Sounds too good to be true? At this point it almost is too much to hold our collective breath for, but with recent political developments in the Middle East and Afghanistan, there is a gathering momentum to implement this defense system, one that military experts say would once again assert U.S. strategic superiority over the Soviets.

As with any project that involves massive amounts of construction and government spending, the MX has already generated a great deal of controversy from environmentalists, congressmen advocating their own programs, defense personnel and residents living near the proposed projects area.

Long Disputed Peripheral Canal Gets Crucial OK

Local 3 Business Manager Dale Marr announced at press time that the long-disputed Peripheral Canal and billions of dollars worth of other new California water projects have received a key Senate Finance Committee approval in Sacramento. The 44-mile, $600 million canal, subject of debate for 15 years, is designed to transport up to 1 million acre-feet of water from northern California to the south. The project would circumvent the eastern edge of the Sacramento-San Joaquin delta, thereby connecting the Sacramento River to the existing water project channels that travel into the San Joaquin Valley and Los Angeles.

"This is a major victory for this project," Marr commented. "We have been predicting an approval of the Peripheral Canal legislation for the last two years, but it has been tough going." Marr added that the bill, which is expected to pass through the full State Senate this month, still faces a cloudy future in the Assembly.

Besides the canal, the legislation authorizes—after more study—the construction of the Los Vaqueros Dam in Contra Costa County adjacent to the delta, the two-dam Glenn Reservoir complex in Glenn County and the Mid-Valley Canal designed to transfer water from existing canals in the western San Joaquin Valley across to Fresno in the eastern portion of the state.

The total cost of the 20-year project was estimated at $5 billion in today’s dollars, or $7 billion by the time of completion. This cost is supposed to be borne by those who use the new agencies, utility fees and the sale of 50-year bonds.

The 8-5 committee approval does not reflect the final decision that has surrounded the Peripheral Canal issue. The project has long been the center of debate over the eastern state’s ever increasing thirst for water provided by the northern half. Bitter rivalry has resulted between (Continued on Page 6)

Important Notices
Rules for the 1979-80 Local 3 Scholarship Contest can be found on Page 4. Turn to Page 16 for an official notice on upcoming Grievance Committee Elections.
By DALE MARR, Business Manager

As we enter into a new decade, it is a natural human response to try to penetrate the thick cotton of the past to see what it has in store for the future. The several union councils and International Unions which have represented these workers from the beginning of the trade union movement in America. We give no theoretical or practical exercise of corporate power in American society, Hundreds of building trades representatives have attested to the problems that exist in every state-large institutions. That is the last thing we want. But users had a very powerful economic lever to be outmaneuvered and outspent by the corporate powers as stressed in past columns (see also Marr's speech before the Washington AGC in this issue), I am deeply concerned that the labor movement is being outmaneuvered and outspent by the corporate powers and that the Building Trades is really the oldest sector of the trade union movement itself.

I would like to make an aside observation at this conference has its own unique experience, the corporate powers as it has been interpreted and changed. They understood very well in the 1960's that corporate reform grows directly from the objective experiences and events of this past twenty years. They actually produce and use this country's wealth and resources.

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Dumbarton Bridge on Schedule
Guy F. Atkinson Company is the contractor on two contracts to construct the new Dumbarton Bridge across San Francisco Bay from Mission Bay in San Francisco to Newark and Fremont, ninety feet north of the present bridge. The contractor has been moving the temporary work site from the east side to the west side of the bay. Eight concrete box spans were placed on the east side with five remaining to be placed. All piers have been driven for the piers with some work still being completed on the west side so that work schedule is being maintained. The main channel spans will be steel girder. The bridge should be completed by mid-1982.

Holly Street Interchange Continues
Plombo Corporation is continuing work on an estimated $1.9 million project to improve the Holly Street Interchange on Route 101 near the San Carlos Airport. A loop is being added for westbound traffic in Holly Street going to southbound Route 101, an off-ramp is being constructed from northbound Route 101; a ramp for traffic from eastbound Holly Street to northbound Route 101; a frontage road and a main street replacement landscaping is also being provided. This is a Federal Aid to Urban Roads project with the Cities of Redwood City and San Carlos and the U.S. Department of Transportation providing matching funds. Caltrans is providing all necessary engineering. The project is expected to be completed by fall.

Labor Department Rejects Four 10-Hour Days
The Labor Department has turned down a suggestion that workers on federally funded construction projects be permitted to work four 10-hour days without overtime. The Associated General Contractors, which made the suggestion, said doing so would save energy by reducing commuting time. Senator Barry Goldwater said it was "highly probable" workers would use the extra free day "to travel to resorts, to go shopping, to visit friends and, in general, to participate in activities which would require the use of gasoline."

Work Force and Unemployment Expand
Construction unemployment in November, 1979 rose to 10.5% (560,000 workers) from October's 10.1% (570,000 workers). This is less than the 10.7% (590,000 workers) of November, 1978, but only 530,000 were unemployed then. On a seasonally adjusted basis, more construction workers were working in November, 1979 (4,731,000) than in October (4,693,000) or November, 1978 (4,429,000). This month's growth in construction employment was due largely to increases for the goods producing sector of the economy.

Pacheco Pass Work to Begin in '82
Construction on the $7.5 million Pacheco Pass safety improvements project is expected to begin in 1982. The project calls for widening the dangerous, twisting Highway 152 from two to four lanes in a two-mile section near the summit. A huge retaining wall must be built in a section that cuts through a landslide-prone part of the mountain. The entire four-lane area will be provided by a 3½ ft. permanent concrete median strip. Updating of an environmental impact report will probably be completed by next April. Public hearings to follow in South Santa Clara County with the final impact report completed by Oct. 30, 1980.

Contractors are to be awarded in March 1982. If all goes well, the project will be completed by January, 1984.

There probably will be a $1 million cost overrun caused by inflation by the time the $7.5 million Project 152 safety improvement project begins in mid-1982. The importance of the highway is that it is the major east-west connection between the populous Santa Clara Valley and the San Joaquin farm belt.

$2.6 Million Contract Awarded
The Bureau of Reclamation has awarded a $2.6 million contract to construct a water spillway and new pumping plant facilities to serve Westside Water District in Colusa County, California. The water district low bid of $2,835,800, to a high bid of $4,134,454. The engineer's estimate for the work was $3,163,711.

Major work under the contract includes earthwork and construction of three water structure, four pumping plants, seven pitot test stations, and four steel regulating tanks.

When complete, the pumping plants and gravity outlet will move water from Tezama-Colusa Canal into Laterals 3 through 8 of the Westside Water District irrigation distribution system.

Pollution Cleanup to Cost $95 Billion
The Environmental Protection Agency says that U.S. industry will invest $95.5 billion between 1977 and 1986 to pay for air and water pollution cleanup and that the total cost to industry during the period, including operation and maintenance, could be $280 billion. The government will spend another $73 billion. The EPA estimate is understated, says EPA, because they are based on engineering cost estimates and not the in-depth investigation of real costs. Noise and cancer are part of the impact of potential technological innovations on pollution control costs.

Water Power Projects Get Boost
A House subcommittee has agreed to authorize construction of electric generating facilities at three federal dams in Northern California and to let local interests construct projects at two others, including one in Fresno County. On a vote of 16-6, committee awarded a power and water subcommittee cleared for full Interior Committee action a $140 million measure aimed at increasing electrical generation at several dams that have been built by the U.S. Bureau of Reclamation.

Generating facilities would be built at the Red Bluff Diversion Dam near Red Bluff, Stony Gorge Dam in Glenn County and at Whiskeytown Dam on Clear Creek. Overall, the project would cost $274 million and add a power capacity of 18 to 21 megawatts in the General Valley Project power grid.

Shasta Transformer Pact Awarded
A $4.7 million contract to replace 16 power transformers at Shasta Powerplant has been awarded to Hitachi America of San Francisco. Hitachi's bid of $3.3 million ranged up to $6.7 million. The engineer's estimate was $4.8 million. The job involves replacing the existing 25,000-kilowatt amperes capacity transformers with new ones with twice the capacity. The increased capacity is required to use additional power available from new powerhouses.

The contract calls for installation of the first two transformer banks by next May 31, with the remainder to be completed within two years.

Hybrid Power Plant Study Begun
A three-party agreement has been signed to start feasibility studies on a geothermal power plant, to be fueled by geothermal energy and wood waste. The $2 million studies will be jointly funded by the California Department of Water Resources, the U.S. Forest Service, GeoProducts Corporation and the U.S. Department of Energy.

The agreement provides for planning and feasibility studies plus the first round of geothermal exploration, drilling a deep well to test the geothermal resource, a detailed study of wood waste supply and cost, and a total plant engineering cost estimate.

DOE has awarded a $200,000 grant to the Department of Water Resources to help fund initial phase studies. This award, along with funds from the other three parties, provides the money needed to start the first phase of the studies. The parties are seeking additional support from DOE and other sources to help fund the remaining studies.

The power plant which would be located in the Mendocino area near the village of Fort Bragg would be the first to combine low temperature geothermal energy with a wood waste burner to provide steam for a power plant.

Without Peripheral Canal Water Shortage Predicted
Unless California builds the Peripheral Canal before 1985, it could face a water shortage as critical as the present energy crunch. The Metropolitan Water District of Southern California opposes proposals to take the canal issue away from the Legislature and let voters decide it via an initiative campaign.

When the Central Arizona Project begins operation in the mid-80's, Metropolitan will lose more than half its Colorado River water supply and the present project will not meet the needs of the people it has contracted to serve.

Opponents of the Peripheral Canal have claimed they could build an acceptable alternative to the canal at one-quarter the cost.

But Ronald B. Robie said the alternative would cost almost as much as the canal and would cause floods and rising water in the Sacramento-San Joaquin Delta and San Francisco Bay.

Robie, director of the state Department of Water Resources, which would build and operate the canal, probably in cooperation with the federal government, said he could never support the alternative proposed by Jerry Orlob of the University of California.

Orlob, representing delta water agencies, presented his proposal at a hearing in the Capitol recently.

Orlob, a professor in the College of Engineering at the University of California at Berkeley, said a delta alternative could be built for only $158 million. The proposed 43-mile canal would originate near Hood and carry Sacramento River water around the delta to supply the San Joaquin Valley and Southern California.

Orlob's alternative would pump water from the river near Waterfowl Gap, utilize the Mokomuk River, instead of a canal.

Robie said this alternative is similar to one previously considered, but rejected, by the Department of Water Resources. He said it would cost about $495 million—not $158 million as Orlob claims, and not $30 million, as the delta water agencies had first contended.

Robie said the difference between the cost of the canal and the proposed alternative is due mainly to the cost of pumping to build the canal. He agreed to study Orlob's proposal in more detail, however, and report back.

Developers Urged to Speak Out
At a joint meeting of Contra Costa Board of Realtors, Supervisors and Planning Commissioners held last month, the housing industry was told that it isn't doing its job in educating the public on the costs of providing open space, lower densities and restrictive land use controls. A commissioner told the meeting that environmentalists had done their job better, and an industry representative criticized local governments for their lack of real goals in providing needed housing. The meeting had been called to explore ways and means of alleviating the housing crisis in the county.

A number of builders told the meeting that first-time homebuyers were being cut out of the marketplace, stating that their number had dropped from 60 per cent of the market to less than 25 per cent in recent years. The length of time when housing needs have increased due to the "baby boom" of the fifties. Another Realtor complained about the length of time it took to get subdivision plans approved.

Supervisors countered that their constituents want lower density, less traffic, and integrated zoning. The meeting also discussed the need for open space, protection of critical areas and the canal. Supervisors countered that their constituents want lower density, less traffic, and integrated zoning. The meeting also discussed the need for open space, protection of critical areas and the canal.
By HAROLD HUSTON, President

A Personal Note From The President’s Pen

We hope each member and his family has had a Merry Christmas and a Happy New Year Holiday Season, and that everyone had a good time with good food, good company, and such. We all need to be good to one another, and to make sure that everyone is safe and happy. Some of the most important things in life are good health, peace of mind, and a good job. You have heard the old saying before, “If you have good health you have everything!”

In looking back at the year 1979, we are told that the Employment Service reports that full-time and part-time work rose by 96,000 to the Trust Funds than any previous year in the history of this great Union. Also, the prediction is that 1980 will be an even better year. It’s wonderful when every member is treated fairly and given a good job opportunity.

The bad news is that the price of food, energy, housing and medical care has been rising more than ever. A recent photograph pre-saying many times, “If you have good health you have everything!”

Warm Springs Dam on Two Shifts, Despite Rain

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The Commerce Department predicts prospective homeowners will find mortgage interest rates hovering close to 13 percent until 1981 which will contribute to a dampening of building activity in 1980.

Sons and daughters of Members of Local No. 3 may apply for this scholarship.

In 1980, the Department of Labor reported that the consumer price index for food, fuel, housing and medical care was up slightly from the 16.8 percent annual rate of the previous quarter, it remained at what the center's chief economist, Gar Alperovitz, termed “a frightening level.”

Government figures show that prices in September were 12.1 percent ahead of September 1978. Alperovitz's group has been putting out its quarterly report that one applicant should be favored over another.

The Labor Department's Consumer Price Index includes those four categories, but also hundreds of other items that families buy.

The government's most recent index showed consumer prices going up at an annual rate of 13.2 percent from July through September.

The center's 17.6 percent annual rate of change for its “necessities” index included those breakouts.

Energy prices in the third quarter rose at an annual rate of 50 percent. They rose 8 percent during all of 1978.

Housing costs went up at an annual rate of 17.6 percent and medical-care prices were up at annual rate of 12.9 percent.

We hope each member and his family has had a Merry Christmas and a Happy New Year Holiday Season, and that everyone had a good time with good food, good company, and such. We all need to be good to one another, and to make sure that everyone is safe and happy. Some of the most important things in life are good health, peace of mind, and a good job. You have heard the old saying before, “If you have good health you have everything!”

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The Commerce Department predicts prospective homeowners will find mortgage interest rates hovering close to 13 percent until 1981 which will contribute to a dampening of building activity in 1980.
I certainly hope that all of our membership had as happy and good times with their families and friends throughout the holidays as I have. There seems to be some very big handful of us going somewhere before then. Just for starters, during 1980 three of our construction agreements will expire and a replacement for each will be available to the membership by the time this publication is released. The Northern California construction agreement covering around 18,000 people, as well as the Northern Nevada counterpart and the Hawaii Master Agreement, all expire no later than July 1, 1980, with only Utah having another year to go. A very good work year always helps those on the union side of the bargaining table. Work continuity is desired, and any delays at today's inflated prices are things the employers certainly would like to avoid, and thus a lot of on-going problems. That approval was appealed of course, will lose that many (ages 16-21),'' states Director Cecil Andrus had given the Federal stamp of approval for the E The other days some of you many have read that Interior Secretary David輸出結果を現します。 1980/ENGINEERS NEWS/PAGE 5
MX would be Largest Public Works Job in History

(Continued from Page 6)

Environmentalists are up in arms. Any project of those proportions they say, will have an adverse impact on wildlife, water resources, and rare and endangered species.

A public hearing held in November in Cedar City, Utah to solicit public comments, gave an indication of the kind of heated reaction to the project. Cedar City Mayor Jack Sawyer said, "It would literally destroy our way of life." The county commissioners warned "it would take years to restore the winter range feed for livestock disturbed by MX construction."

One environmentalist said the project would have "profound environmental impact." He claims "there would be plenty of misguided rumors and speculation about the project. The Air Force has been blamed several times for not keeping state and local officials informed about its plans."

The secrecy spurred Utah Governor Scott Matheson at one point in November to declare that "insensitive and secretive approach" would turn him against the proposed MX missile system. Although the defense department may routinely slough off some kinds of comments by local citizens, the fact remains, that without support from the host states, the project is bound to go nowhere.

Matheson said he "sees a need for MX" but he wants "more public involvement" in the decision making process. The Air Force has not been keeping him abreast on the project's development, he claimed. One example was the Air Force's decision in November to ask Congress to reserve 7,000 square miles of Utah's public land during planning, an action he did not learn about until he read it in the newspapers. About 70 percent of Utah's residents, according to surveys, favor construction of the MX system, the Governor said, but that disquiet quickly if they are not kept informed and allowed to participate in the decision-making process.

Others, including the Utah and Nevada governors, want the MX project would play havoc on the states' economies. Matheson claims the project would cause the population of four countries targeted for Utah's portion of the system and would put a serious strain on the area's water supplies.

Resulting demand for workers and materials would probably suck all construction resources from the surrounding west and probably the entire state. The estimate has ranged from 8,000 to 15,000 miles of new roads would be required to drum up six alternative sites for the project.

About 70 percent of Utah's residents, according to surveys, favor construction of the MX system, the Governor said, but that disquiet quickly if they are not kept informed and allowed to participate in the decision-making process.

The MX is, in effect, a "shell game." Each track configuration is to be built with 23 separate shelters, only one of which will house a missile. The shelter, perched on a transport, can be shuffled around from shelter to shelter, and therefore provide an impossible target for the Russians, unless they want to expand the majority of their arsenal or their 4,000 shelters.

This, of course, is a highly simplified summary, but it forms the basis of the Air Force's argument for the project.

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Some of these proposals have a sharp focus from Governor Matheson of Utah, who once again because the Air Force failed to notify him of its intentions. Subsequent meetings between the Air Force, state and federal officials appear to have resulted in some modification of the above legislation to be more agreeable with the state's representatives.

A SIT NOW STANDS, it is clear there is no mammoth task involved getting this project on line. Local 3 Business Manager Dale Marr sums it up again this week, "Even though this project will result in a tremendous environmental boost through the 80's, it will be no cakewalk to obtain. We are facing opposition from all corners and will no doubt have to do a lot of compromising and negotiating before the MX becomes a reality."

If and when the project comes on line, we trade unions have our work cut out for us," Marr continues. "We better be sure we do everything possible so that this work goes to union members and not to scalawags. We'll have to be on our toes to see that we expand our apprenticeship training and safety programs to insure that we have enough qualified craftsmen working in a safe environment."

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What does the coming decade have in store for building trades?

(Edited by Dale Marr, Local 3 Business Manager and International Vice President)

I have been asked to speak on the outlook for the construction industry in the 1980's. That is no small task. While it is always tempting to dig up a crystal ball and make forecasts, it is perhaps more useful to look back in this industry—and there were many—who attempted in 1970 to predict the challenges that the oil embargo, the energy crisis that has just passed uneventfully into our history is in for a number of surprises and embarrassment. As we can see now, the Seventies turned out to be one of the most topsy-turvy, tumultuous and unpredictable periods in the history of this nation's construction industry. To be sure, the economy was at an almost unparalleled boom to one that repeatedly saw contractors and industry managers, and millions who were jobless. We went from a period of low inflation and unemployment to skyrocketing prices and millions who were jobless. We went from a decade when gasoline could be bought for 30 cents a gallon to one that would charge nearly $1.30 a gallon. We traversed a decade with a period of low inflation and unemployment to skyrocketing prices and millions who were jobless. We went from a decade when gasoline could be bought for 30 cents a gallon to one that would charge nearly $1.30 a gallon. We traversed a decade when gasoline could be bought for 30 cents a gallon to one that would charge nearly $1.30 a gallon. We traversed a decade when gasoline could be bought for 30 cents a gallon to one that would charge nearly $1.30 a gallon.

That kind of negligence can deal a crushing blow to every contractor in the industry. With this line of reasoning, it is clear that the future of this country and the stability of its industries is in the hands of the leaders of our nation. We have to be prepared to take the lead in developing a viable energy program for our nation. We have to be prepared to take the lead in developing a viable energy program for our nation.

One of the largest contractors in the nation is currently working on the single largest highway construction contracts in the history of our local union. It is a $48 million contract to build the last unfinished link of I-80 in Utah. When that job was bid a couple of years ago, diesel was 38 cents a gallon now it's over $1.00 a gallon. That represents a sizeable loss for a construction project of those proportions. We cannot afford for this nation not to have a workable energy program in the 80's.

The recent trend in the nuclear industry is frightening. Three Mile Island had the potential of changing the nuclear industry and telling it to fly right. But the public hysteria has put the whole industry on the verge of extinction. The Nuclear Regulatory Commission has extended its moratorium on nuclear power plant use permits. Dozens of plants across the nation will be closing down this year to undergo safety improvements, and we wonder if public pressure will prevent them from reopening. Perhaps the most telling statistic of all is that not one order was placed in the United States last year for a nuclear power plant, and none are expected in 1980.

This year our oil import bill will be $80 billion more than it was in 1973. I just imagine how many jobs, how much capital investment that represents. If the money hadn't only stayed in this country, how much more capital investment that represents. If the money hadn't only stayed in this country, how much more capital investment that represents.

The energy problem is immense and will require the participation and effort of every American. So what specifically can the construction industry do? We are potentially the greatest beneficiaries of the development of an energy program, so we should be on the forefront politically to see that it happens.

One of President Ford's speech writers once said that "If God really wanted us to have enough oil, he never would have given us the Department of Energy." I would prefer that God give us the windfall profits tax.

The passage of the windfall profits tax is essential. No matter what your personal views may be about company profits, incentives, the free enterprise system, etc., the oil windfall profits legislation is the key to financing an energy program. So far, business has sided predominantly against this tax, and in fact, the development of solar, wind, tidal, etc., has been much slower than it should be.

The challenge of the 80's will be to find ways to reverse the inflationary "era of limits" that characterized the 1970's. It is our prosperity that is at stake. Energy is a prescription for disaster. It is an essential commodity. The issue could very well overshadow every other concern in the history of the Middle East. The energy that will determine whether the 1980's will be called the decade of prosperity or of scarcity.

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Will Northern and Central California have the energy it needs for a healthy, growing economy in the 1980s? A few years ago, nobody would have been surprised with the question. The adequacy of the energy supply was the least of anyone's worries. That's not the case today.

At Pacific Gas and Electric Company, we are confident that the energy challenge of the 1980s can be met, and we have the energy resources to help. In October we furnished the California Public Utilities Commission with our blueprints for supplying our area's electric needs until the end of the century. We also have extensive plans to increase our adequate natural gas supply in the 37 counties we serve with that commodity. But there is a big obstacle to implementation of those plans that threatens our ability to insure our customers adequate energy supplies. That is the possibility that we won't be able to license and build hydro plants to meet our projected load growth.

Let me put it another way. We can meet our customers' energy needs if we get the green lights that we need.

PG&E serves about 9/3 million electric customers and 2.2 million natural gas customers. More are being added every day. The number of electric customers is growing at about 84,000 a year and natural gas customers are increasing at the rate of about 63,000 annually.

In the summer of 1979, despite growing emphasis on conservation, electricity demand in Northern and Central California exceeded 15 million kilowatts for the first time.

The generation capacity of PG&E's 64 hydroelectric and 12 thermal power plants is 10.8 million kilowatts. Other area electric producers, such as the Sacramento Municipal Utility District and Turlock and Modesto Irrigation Districts can supply an additional 5 million kilowatts for a total of 14.8 million kilowatts.

When the summer peaks occur, PG&E must call for help from neighboring utility systems and the Pacific Northwest.

But neighboring utilities, faced with many of the same problems as PG&E, cannot help PG&E meet peak demands much longer. Neither can the wind, which in 1979 reduced the amount of electricity available.

What, then, is the solution?

First of all, it must be pointed out that the energy supplies—both electricity and natural gas—from the most versatile electric resource systems in the world.

The sources include hydroelectric, geothermal, solar, wind, coal, oil and natural gas, nuclear, conventional steam turbine generators for both nuclear reactor units, which are enclosed by the two domes. Each unit will generate over a million kilowatts, or the equivalent of 23 million barrels of fuel oil a year.

Nuclear Power

Remains In Doubt

The massive Diablo Canyon Nuclear Power Plant in Santa Barbara County is being built to serve the energy needs of Los Angeles County.

The plant, which began operation in 1985, is the first of its kind in the United States. It is now operating at full capacity and is expected to cost more than $2.5 billion.

In addition to Diablo Canyon, PG&E is planning to build a nuclear power plant in the Central Valley.

What about Diablo Canyon? The Diablo Canyon Nuclear Power Plant near San Luis Obispo will be the single largest electricity producer in the United States once it begins operation.

PG&E's 63,000 kilowatt Humboldt Bay Power Plant in San Diego County is expected to cost more than $2.5 billion.

The combined output of the two units will be 2.2 million kilowatts.

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Oil and Gas

More than 40 percent of PG&E's present generating capacity uses oil or natural gas. Hot and cold plants like those at Pittsburgh and Moss Landing are among the mainstays of our present system.

Combustion turbines have been essential in meeting peak load demands. But we need to conserve domestic gas and oil and reduce dependence on imports.

These resources can reduce significantly the use of precious fuels for space heating and pool heating.

Wind is another source of power production being investigated. In 1979, PG&E plans to install a 2,500 kilowatt turbine generator. It proves reliable and economical, besides providing kilowatts of wind-powered electric generation is planned by 1990.

Natural Gas

Another dimension of Northern and Central California's energy picture is natural gas. PG&E's 2.7 million customers in the two regions consume more than 500 billion cubic feet of natural gas a year to heat homes, offices, factories and offices, and cook and perform a variety of industrial tasks.

Because natural gas supplies in California are limited, PG&E began to look to California's 1.5 million acre-watershed systems to provide supply sources long ago as 1961. In the years ahead, Canada, Alaska, and Indonesia will play a part in developing a terminal to receive liquefied natural gas from specially-built ships that bring their cargoes from Indonesia and Alaska.

Conversion is not the only future for this gas: the future gas supply will come from garbage dump and cattle feed lots, as conversion of solid waste to methane gas will provide adequate power for the future.

Oil, natural gas, water, the atom, geothermal steam, coal, recyclable, and solar energy will be the mainstays of our present system. But we need to eliminate the obstacles that stand in the way of projects that can provide the replacement capacity.

Sun and Wind

Generation from the sun is still a long way from being economical on a large scale. But, new and innovative feasibility studies are underway. Thus, we can develop new approaches to the use of solar energy, and to wind generation.

Oil, natural gas, water, the atom. For example, PG&E has contracts out for bid in the Columbia Basin Project. Construction will also get underway on the Westlands Collector Drain System. The photo above shows the lining operation along the left side of the Tehama-Colusa Canal (Reach 8 near Marysville). Seen left to right are the lining jumbo, the vertical joint inserting jumbo, and the curving compound jumbo. Consisting of eight reaches, the Tehama-Colusa Canal will be 122 mile long, extending from the Red Bluff Diversion Dam on the Sacramento River to a point in Yolo County south of Dunngton, CA.

We have a strategy that will make us predictable, without an increased rate burden on our customers. Our plan is to continue forward, building generation capacity as we need it, to meet the peak load demands.

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THE
EIGHTIES
(Continued from Page 7)
geothermal, synthetic biomass, liquefied coal projects. These will require the erection of new facilities across the country. That means new contracts. President Carter has also promised that the increases in individual profits from energy projects will go towards developing new mass transit systems.

Let's get back to the future. The massive government funded interstate highway system and clean water programs in the 1960's required massive outlays of dollars in work for the construction industry. But they were winding down. Soon we will enter a rehabilitation and maintenance phase in these areas. As we can see, there is much work the construction program will provide work on the scale of our complete interstate and sewer systems which we have established. We need that work. We need passage of the windfall profit tax.

Environmentalism: Controlled "No Growth?"

During one of the environmental laws that typified construction problems, I believe it was the river, that it is not possible to bribe environmentalists that we could hardly ever tell where they were coming from. On one occasion we might hammer out a compromise with the Sierra Club, only to be slapped on the butt by a lawsuit in the name of the Earth.

A common mistake in dealing with the trend of "no growth" is that we frequently fail to make a distinction between the "no work" and the "no growth." In all honesty, the construction industry has derived its greatest strength from the legislation arising out of the environmental movement. The Clean Water Act, the industry, has paved the way for tens of thousands of workers each year.

There are environmentalists who are for full employment and who believe in a "no growth" society as a means to escape from the pressure of work. But they are winding down. We need to keep our economy moving, to provide benefits for the construction industry. That is often clumps the "labor movement" on the number of jobs lost in industry. But they are winding down. We need to keep our economy moving, to provide benefits for the construction industry.

Alcohol and Stress Frequently a Bad Mixture

(Continued on Page 11)
There is no way an employer can survive the current realities of life. Solar energy, on the other hand, is "soft" and "clean." With solar energy, there will be no more grubby realities such as digging coal out of the ground or drilling for oil—no more handling of dangerous radioactive wastes. There will be no more lengthy delays. We can watch the windmills turn and the sun shine.

The message from this kind of attitude is clear. Nuclear energy is "hard" and "dirty." The answer is obvious. There is only a very convincing case for choosing the environment. We should not have to sit back and couple our fate with the form and everything else.

Politics: We Have Met the Enemy and The Eighties

During the historic AFL-CIO convention last November, Senate Democratic Majority Leader Robert Byrd made an effort to bridge the gap between labor and business. In his opening address, he said: "I would suggest that you contractors and tradesmen in the room today go down to the back of the room and tell your employees that the Davis-Bacon Act is inflationary and must be repealed.

What has happened in the mean- time? Have you changed your minds? Are you so secure that you don't need teach-ins and debates, alternatives, energy conservation. Are you so secure that you don't need the Teach-in? Are you so secure that you don't need the Davis-Bacon Act? They have already appeared in this room. They are once more a part of the agenda. They are once more a part of the houses of Representatives.

Politics: We Have Met the Enemy and The Eighties

Since the passage of labor relations acts, big business and the House and Senate and the courts have been able to negotiate their way out of the law. The ones who have been able to negotiate their way out of the law are almost solely responsible for the next economic downturn. The signs are already appearing. It should be obvious by now that trade unions are almost solely responsible for developing and providing the necessary skilled and unskilled work force, through our apprenticeship programs and our local and national training programs. The Jim Crow laws have come back in the form of legal maneuvers and confrontational politics. This kind of activity did not spontaneously generate. It is a defensive reaction to the proliferation of semi-skilled workers who tend to garb relative to income levels increases to 1977, due to environmental delays and red tape.

Business/labor relations are complex, and the right wing to stamp the labor movement. Let me tell you, you can't stamp a movement of men and women, there will be a labor movement. I hope by now I have made it clear that the labor movement is a defensive reaction to the proliferation of semi-skilled workers who tend to garb relative to income levels increases to 1977, due to environmental delays and red tape.

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The Delhi Highway 99 crossing that has claimed many lives in this Merced county town will eventually be the primary access to the community. Traffic has been directed from the old highway to the new highway in phases starting in December after the southbound lanes were completed.

Northbound traffic at Delhi has been diverted from the old highway until the interchange is completed sometime around the first of the year.

Contract negotiations for Local 3 Members at Quinn Co. ended November 19 after three weeks of negotiations. The ratification vote on November 21st, a 1 to 1 margin for acceptance of the agreement, provided an excellent three-year agreement for their assistance during negotiations.

Lee’s Paving Co. of Visalia has started work on the roadway on Mt. View Avenue between Highway 99 and Smith Avenue, approximately 6 miles. The contract calls for widening grading and paving and several culvert pipes. This should be a good job for several Enginees for three or four months.

Chestnut Avenue between Jensen Avenue and Highway 99 and most of the southbound lanes of Chestnut will go to Gilroy Co. under the Mt. View project.

Granite’s Bakersfield Division has started the three-lane interchange on Olive Avenue. This job will be a good winner job for several Enginees for grading, drainage, grading and paving, curbing and gutters and sidewalks. Due to the heavy flow of traffic in the

Looking at Labor

(Continued from Page 2)

In 1978, the Business Roundtable issued a manifesto entitled Coming Together: A Call to图略... Major Problems in the Construction Industry in which it called for the repeal of the Davis-Bacon Act. However, a recent survey of the corporate community can reveal the Davis-Bacon Act and the related statutes but we have been successful up to this point.

It is even to us from our experiences in the Davis-Bacon Act ..... built to withstand the... load of 10 pounds per square foot. Braces or shores used for this purpose must have positive attachments at each end that do not rely on a plan or similar device to prevent lifting vertical, a load of 10 pounds per square foot. Braces or shores used for this purpose must have positive attachments at each end that do not rely on a plan or similar device to prevent lifting vertical, a load of 10 pounds per square foot. Braces or shores used for this purpose must have positive attachments at each end that do not rely on a plan or similar device to prevent lifting vertical, a load of 10 pounds per square foot. Braces or shores used for this purpose must have positive attachments at each end that do not rely on a plan or similar device to prevent lifting vertical, a load of 10 pounds per square foot.
Fringe Benefits Forum
By MIKE KRAYNICK, Director of Fringe Benefits

The problem one has in starting a New Year and in this case, a new decade, is where to begin. Last January we tried to give a preview on what to expect in 1979 and noted that most fringe benefits would remain the same. Though we noted that point of view, 1979 was a "vintage year." But all that is history now. We are into 1980 and the year of the New Year's Resolutions. The big question that comes up is: "What's ahead?"

Much like 1979, this year will be full of activities for all of us. Most important, the work picture continues to be good and promises to stay that way. This means that the "outlook" for fringe benefits is extremely bright since full employment adds extra contributions to our Plans for more benefits. Historically, Welfare and Pension Plan improvements have always come during periods of high employment like last year.

Annual physical exams, long-term care insurance, and health and welfare plans would benefit from the trend. With doubledigit inflation and now, most employer's largest fringe benefits, health check-ups can be very important to Engineers in several categories. Those over age 45, those constantly exposed to dust, noise, vibration and diesel exhaust, and those who have not had an examination by a physician in several years should consider using the new benefits.

In order to ensure that all eligible members get an opportunity for a physical examination, Local 3 has made arrangements with Health Examinetics and Mobile Examinetics, Inc. to bring ultra-modern medical testing units to each District in the upcoming months. All examinations and testing will be by appointment only and conducted in absolute privacy by qualified medical technicians and staff. Eligible Engineers in each District will be notified by mail about the dates and times this service will be available. Of course, eligible Engineers always have the option of seeing their own personal physician for the annual check-up and the Planet Free Examinations are not intended to interrupt or pre-empt the relationship between a physician and his patient.

Here is how the Ullman plan will affect our engineers:

1. PRICE DISCOUNTS for store clerks in stores with a sales of over $1,000,000.
2. FREE PARKING on employers' premises.
3. USE OF COMPANY cars or trucks.
4. TRAVEL REIMBURSEMENT for employees going between home and temporary work sites.
5. FREE TICKETS to the theater, concerts, football, baseball and other games, used by employees.
6. CHRISTMAS GIFTS—worth more than the $25 expenditure law—from employers.
7. FREE SUBSCRIPTIONS and low-cost gift subscriptions for employees of newspapers and other periodicals.
8. EDUCATION in the form of free-on-the-job training.
9. LOAN to employees.
10. EMPLOYEE CAFETERIAS offering subsidized prices.
11. PLAN for Employer money provided for employees in all sorts of situations.
12. ANNUAL MEDICAL CHECKUPS, with health-insurance services.
13. COMPANY PICNICS, Christmas lunches, parties.
14. FREE TRANSPORTATION to plants in distant locations.

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In order to ensure that all eligible members get an opportunity for a physical examination, Local 3 has made arrangements with Health Examinetics and Mobile Examinetics, Inc. to bring ultra-modern medical testing units to each District in the upcoming months. All examinations and testing will be by appointment only and conducted in absolute privacy by qualified medical technicians and staff. Eligible Engineers in each District will be notified by mail about the dates and times this service will be available. Of course, eligible Engineers always have the option of seeing their own personal physician for the annual check-up and the Planet Free Examinations are not intended to interrupt or pre-empt the relationship between a physician and his patient.

Here is how the Ullman plan will affect our engineers:

1. PRICE DISCOUNTS for store clerks in stores with a sales of over $1,000,000.
2. FREE PARKING on employers' premises.
3. USE OF COMPANY cars or trucks.
4. TRAVEL REIMBURSEMENT for employees going between home and temporary work sites.
5. FREE TICKETS to the theater, concerts, football, baseball and other games, used by employees.
6. CHRISTMAS GIFTS—worth more than the $25 expenditure law—from employers.
7. FREE SUBSCRIPTIONS and low-cost gift subscriptions for employees of newspapers and other periodicals.
8. EDUCATION in the form of free-on-the-job training.
9. LOAN to employees.
10. EMPLOYEE CAFETERIAS offering subsidized prices.
11. PLAN for Employer money provided for employees in all sorts of situations.
12. ANNUAL MEDICAL CHECKUPS, with health-insurance services.
13. COMPANY PICNICS, Christmas lunches, parties.
14. FREE TRANSPORTATION to plants in distant locations.

IRS Once Again Considers Taxing Fringe Benefits

The Internal Revenue Service's desire to tax fringe benefits is as old as fringe benefits themselves. In the past, every time the subject came up, the Internal Revenue Service (IRS) decided not to tax fringe benefits. However, this has never stopped us from asking Congress to tax fringe benefits. As always, there are em- pirical benefits themselves. Congress has other more pressing issues to deal with, such as the home and auto insurance. The IRS has simply held the line against these benefits. The position of the IRS is that all fringe benefits are in fact a form of em- ployer compensation and therefore taxable. However, they have never been able to convince Congress—and they pass the tax laws.

In 1977, new IRS Commissioner Jerome Kuntz picked up the banner of taxing fringe benefits. If an employee worked 140 hours per month, a total of $224.00 would be contributed to the Plan. The Engineer would be eligible for Health and Welfare Benefits for one month and "banks" 50 hours for future eligibility; however, some engineers would have found loopholes in the tax regulations to abuse the use of exempt fringe benefits, and others would have come up with a big target for the IRS.

The key to Promotive Health is education. We need to learn about the problems of our health and safety. Then we can design Promotion Health benefits to counter then and meet our needs. Once service is available, we can begin to offer new means of health and safety for the working man.

Here in ENGINEERS NEWS our "Outlook" page will provide information on our fringe benefits. We will also publish information and news of other related subjects, such as, Social Security, Medicare. There will be a wide variety of top.does that describe your attention in the future. Our intent is to provide you with valuable information.

Through bargaining, Local 3 has captured an impressive array of fringe benefits for members and their families. Over $100,000 is spent on employee assistance and answer questions. Advance information about Local 3 and their Trust Funds. Rep-
Teaching Techs

A publication recently requested our comments and a brief overview of the NCSJAC Training Program. We would like to share those comments with you:

In 1960 the Bay Counties Civil Engineers and Land Surveyors Association Inc., through collective bargaining with the Union of Licensed Land Surveyors, established a formalized training program for Field Land and Surveyors. This program was designed to provide career field and construction survey workers with opportunities to advance and to enhance their skills. The proliferation of Licensed Land Surveyors has been driven by heavy emphasis placed on the hand-on training in each, together with approximately 160 hours of night school.

The Bay Counties Association program focuses on the practical work performed by the Chief of Party and Chainman for the first few months after the training program starts. The restrictions are not being able to actually accomplish the work accurately and profitably in that first few months.

The State Department of Education was involved in writing curricula material and standards, and having an agreement that the material was not satisfactory for the project. This agreement was to be reviewed by the State Department of Education at the end of the first year to see if changes were needed. As a result, the program was reviewed and revised each year, and the revisions were incorporated into the training program.

Talking to Techs

Open Shop Movement

What is an Open Shop? In theory, a place where workers, regardless of union affiliation, are employed. Last year, millions of dollars were spent by those who believe in the Open Shop Movement. Their purpose was to generate a stronger drive in order to achieve their goals in the coming decade.

Back in the early 1900’s the Open Shop Movement was primarily anti-union, and the conditions of employment created by an Open Shop were designed to either eliminate unions or prevent them from establishing a foothold. The term, Open Shop, is quite appropriate. It allows an employer to keep the doors open, to accommodate the constant flow of workers who would, in fact, work cheaper! The people behind the Open Shop Movement will tell you that they are for unions “if properly conducted.” What do they mean, “if properly conducted?” They mean, worker relations, negotiations, no rules or contracts, no proper wage rates, and no fringe benefits.

The Open Shop does not exist in a void. It is the responsibility of every union member to take a stand and do something to prevent the Open Shop Movement from gaining a foothold.

Radiation Safety

Tech Representative Gene Ward, recently attended a Radiation Safety Seminar at the University of Arizona in Tucson. We found ourselves confronted with questions from the membership concerning the safety of ionizing radiation, lasers and micro waves. There are numerous government investigations into these areas now. It is known that radiation, in any amount, is harmful. It speeds up the aging process and, therefore, shortens our lifespan. Lasers can be dangerous if not operated properly or if safety precautions are not followed.

Micro waves are a form of radiation also. Damaging effects can be detected if the field strength is high enough. Whenever you are operating equipment that utilizes these types of energy, be especially careful not to expose yourself to its energy beyond what is reasonable to accomplish your job. Before all of the biological effects of lasers, micro waves, and ionizing radiation are found, we must be sure to protect ourselves from these hazards.

Testing and Inspection

IMPORTANT NOTICE: A meeting will be held for all C.L.E. employees on Monday, January 7, 1980 at 7:00 PM at the San Francisco Union Hall at 474 Valencia Street, San Francisco.

As a part of their fiduciary responsibilities to pursue the hearing of the Open Shop Movement, we have no problems and in fact encourage the audit process. The few workers who trade-off professional service for cheap help are always going to protect the involvement of any entity that brings their fast back artistry into the light. Experience has shown that the individual employer is not always the bad guy. Audits have indicated that some dues paying members of Local Union No. 3—Technical Engineers and Land Surveyors—entered into a guilty of any violations of the Agreement.

Members in attendance at the Oakland Tech Engineers Meeting.

More from Fresno Office

(Continued from Page 12) downtown Fresno. It will take five or six months to complete.

There has been no word yet from Claude C. Wood, Jr., President of the Los Angeles County Chapter who was in our area last week when they will start their over job on Highway 65 from Highway 190 in Porterville to the point where it intersects Highway 99 in Lindsay. This is one of the largest highway jobs to be let in Tun- curty County.

Construction of Pacific Gas & Electric Co. pipeline at Kerckhoff No. 2 is underway. The Pacific Gas & Electric Company will start the pipeline in the next few months. The line will be completed by the end of the year in Tu- curty County.

The Federal Energy Regulatory Commission has approved the project, by issuing licenses for the new project and the exist- ing Kerckhoff plant.

As an initial step, reconstruction of Smalley Road and construction of new equipment for the plant will begin in March. Construction of the plant itself will start three to five months later with completion scheduled in 1983. PG&E said.

Kerckhoff No. 2 will be rated at 151,000 kilowatts. The present Kerckhoff No. 1, built in 1922, has a capacity of 38,000 kilowatts. As a rule of thumb, the utility figures electric- ity use at one kilowatt per person.

Mohammad Akbar, FERC’s project manager for the two Kerckhoff hydroelectric projects, said the licenses are valid for 50 years. The existing plant has been operating on its original license since 1972.

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FOR SALE: 2 bdrm, 1 bath, recently remodeled, all new kitchen appliances, full basement, lot in town, 2000 sq ft, $85,000. or offers. 209/751-1260.

FOR SALE: 15 ACRES, small pond, trees 86 E. 21 Mile Rd., Napa, 530/426-2451.

FOR SALE: 1968 BONNEVILLE,  4 cylinder, air conditioned, 6 cylinder gas engine; liquid pump 11-79


FOR SALE: 207 JOHN DEERE 410 loader bucket, 14 ft., fully loaded. Jerry Briggs, 4076 Main St., Grants Pass, 541/476-8247.

FOR SALE: 104 ACRES. Haciazo's, 45 mi, venue, center point for future development. Brother Lloyd Palmer, 510/379-3400.

FOR SALE: 4000 HP, Haciago, 45 mi, venue, center point for future development. Brother Lloyd Palmer, 510/379-3400.

FOR SALE: 110 ACRES, Monte Serato, 45 mi, venue, center point for future development. Brother Lloyd Palmer, 510/379-3400.

Winter Has Hit Eureka, Slowing Down Most Jobs

Winter has hit the North Coast inches. At the present time the rivers are high and muddy and grading and paving projects shut down. Engineering, Local Union No. 3 and the Building and Construction Trades fully expect it will be clear sailing once some last minute administrative details have been worked out. We held a pre-job conference on Saturday, February 16, 1980 at the V.F.W. Hall, 10th and H St., Eureka.

The 19th Annual Eureka Dinner-Dance (Crab Feed) for all—operators, engineers, foremen, individuals and groups—is scheduled for this Saturday, February 16, 1980 at the V.F.W. Hall, 10th and H St., Eureka. The weather man has not been too cooperative recently. We have just held a pre-job negotiation meeting with the Brotherhoods employed by Matthews Construction Company of Crescent City, "and Crescent City," Lake said.

Noth of good news.

1. You earned a record 8% per annum dividend if you shared in Arrow's profit through the last dividend period ending December 31, 1979. That's based on your 6.5% per annum declared rate plus a 1.5% bonus added by the Board of Directors due to an exceptional year in loan and investment income.

2. You can beat the return offered by banks and savings and loan associations. You can do that at the lowest rate. Test the return you'll find available, but shop for your credit. Borrow at the opening in March with construction loans.

3. You have raised our loan rates. We're still charging only 12% ANNUAL PERCENTAGE RATE. We're sure that this is the lowest rate we've had in a long time. It's the lowest rate available. The money you save will be your own.

4. We're opening a branch office in San Jose in March, 1980. More geographic coverage for you. Watch this new office. Watch for our Grand Opening announcement in February.

Your Board of Directors is also studying the possibility of opening branches in other key areas in order to bring better service to you.

If you'd like any information on your Credit Union, just call or send in the coupon on the back page.

Have a prosperous, happy and healthy 1980.
Attend Your Union Meetings

All District and subdistrict meetings convene at 8 p.m., with the exception of Honolulu (7 p.m.) and Hilo and Maui (7:30 p.m.).

January
8th Eureka: Engineers Bldg., 2006 Broadway
9th Redding: Engineers Bldg., 100 Lake Blvd.
10th Oroville: Prospector's Village, Oroville Dam Blvd.
17th San Francisco: Engineers Bldg., 474 Valencia St.
23rd Honolulu: United Public Workers Union
Meeting Hall, 1426 No. School St.
24th Hilo: Kapalio School, 365 Kilohana Ave.
25th Mauna Lani-Prince Conference Center Auditorium, Meeting Rm. 182, 56 Mahahalu St., Waikiki

February
12th Stockton: Engineers Bldg., 2262 No. Call St.
19th Fresno: Engineers Bldg., 2821 East Olive St.
26th Sacramento: Woodlake Quality Inn, Hwy. 160 and Canterbury Road
31st Oakland: Labor Temple, 23rd and Valdez

Semi-Annual Meetings

Location: Marine Cooks and Stewards Auditorium, 350 Fre- mont St., San Francisco, CA
Dates: Saturday, January 5, 1980 (1 p.m.), Saturday, July 12, 1980 (1 p.m.)

DUES SCHEDULE

PERIOD 10/1/79—9/30/80

| Local 3 | $102. (Per Qtr.) |
| Local 3A | $99. (Per Qtr.) |
| Local 3C | $99. (Per Qtr.) |
| Local 3S | $99. (Per Qtr.) |
| Local 3V | $99. (Per Qtr.) |
| Local 3 Variable by Unit |

Due to the variation in the wage structures of the 3D and Industrial Unions, the members will be notified of applicable dues for their respective units.

ANNOUNCEMENT

YOUR CREDIT UNION NOW OFFERS A SPECIAL INVESTMENT CERTIFICATE THAT PAYS YOU:
T-BILL RATE PLUS 1/4% ON $10,000 INVESTMENTS WITH A 26-WEEK MATURITY
CALL: (415) 829-4400.

WRITER: OPERATING ENGINEERS LOCAL UNION NO. 3 CREDIT UNION PO. BOX 2082 DUBLIN, CA 94566

IMPORTANT

Dues check must bear the date of issue and it must be postmarked no later than the last working day of the pay period or the member will receive a late notice. Any wires, checks or drafts must be in U.S. currency. No ArrayAdapter will be accepted. Any checks not in U.S. currency will be returned to the sender.

REG. NO. LOCAL UNION NO. SOC. SECURITY NO. NAME NEW ADDRESS CITY & STATE ZIP

Dues are due the first day of the month and are considered delinquent after the 25th day of the month when not postmarked on time.

1979 was a banner year for the members of Local 3, reports District Representative Clem Hoover. By the mouth of July members were reporting a good year of 1978, which was also a good year.

"We hope 1980 will be as good a year, but it is still too early to tell," Hoover said. With the uncertainties that exist, such as the high interest rate, etc., it could have a drastic effect on the workload.

There are several projects in the making. Hearings are being held for Highways 46, 41 and 198 widening and deepening of the Deep Water Channel, 66 miles of the I-80 widening project, the only toll road in the country, and So-Far Project, 400 million.

"All these projects are a few years away, but we have to keep plugging away to hopefully get these projects on line," Hoover said. "We also support the initiative to put the American River Bridge on the June ballot. Many members would be interested in signing that initiative, drop by the office or talk to one of the Business Representatives. We need 25,000 signatures by February 1, 1980.

Subdivisions have been the bulk of the Sacramento area work, although there were several other large jobs that keep many of the Brothers busy.

Madonna Const. finished the last stretch of Interstate 5, which now runs from San Diego to Mexic. This will be a great help to motorists passing through Sac-ramento as they will no longer have to mingle with so much local traffic. A. Tescher has been running on schedule on their Interstate 395 project, which runs north from West Sacramento. This project is the only major freeway project in the entire district.

Lange, Hunt & Nichols, on the plant building, are getting close down, as they are getting close to completing the new plant. Once they have completed it, and it is put on line, they have some work to do on the old plant, which will keep some of the Brothers busy.

The building in the downtown area is still going strong. A $16 million expansion to the Sac-ramento Medical Center was bid. The low bidder was Continental, $16 million. The low bid was not known at this time, $14 million was taken from the general building, near Cal Expo, will go to bid shortly as well as a new Holiday Inn off Inter- state 50 at Madison Avenue. A new Super Six Motel is under construction in that area at the present time.

The Local 3 office in Sac-ramento has been involved in sev-eral negotiations recently. A good agreement for the employees of Action Equipment and Cen-Vi-Ro products has been negotiated. "We ran into some problems with

1980 Grievance Committee Elections

Recording- Corresponding Secretary James R. Ivy has anounced that in accordance with Local 3 By-Laws, Article X, Section 1, the election of Grievance Committee members will be held at the first regular quarterly district or subdistrict meeting of 1980. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

District Date Meeting Place
4 Eureka Jan. 8th Engineers Bldg., 2826 Broadway, Eureka
7 Redding Jan. 9th Engineers Bldg., 100 Lake Blvd., Redding
6 Oroville Jan. 10th Prospector's Village, Oroville Dam Blvd., Oroville
1 San Francisco Jan. 17th Engineers Bldg., 474 Valencia St., San Francisco
17 Honolulu Jan. 23rd United Public Workers Union Meeting Hall, 1426 No. School St., Honolulu
13 Hilo Jan. 24th Kapiolani School, 988 Kiliau Ave., Hilo
2 Oakland Jan. 31st Labor Temple, 23rd & Valdez Sts., Oakland
3 Stockton Feb. 12th Engineers Bldg., 2626 N. California St., Stockton
5 Fresno Feb. 19th Engineers Bldg., 3121 E. Olive St., Fresno
8 Sacramento Feb. 28th Woodlake Quality Inn, Hwy 160 & Canterbury Rd., Sacramento
9 San Jose Mar. 6th Engineers Bldg., 2262 N. California St., San Jose
11 Reno Mar. 6th 1244 West Taylor St., Reno
10 Santa Rosa Mar. 13th 1351 Maple St., Santa Rosa
9 San Jose Mar. 20th 206 Tampico Rd., 2012 Alamedar Rd., San Jose

Pertinent excerpts from Article X of the Local Union By- Laws, Grievance Committees

Section 1 District and Sub-district Grievance Committees.
(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—
one (1) District Executive Officer, one (1) District Sub-district Advisor, if a Sub-district, one (1) District Representative or Sub-district Representative; and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4 No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate:
(a) unless he is a Member in good standing in the Parent Local Union or a registered voter in the District or Sub-District in which he is a candidate when he files his nomination;
(b) unless he was continuously a Member of the Parent Local Union for at least two (2) years prior to the date of election.

The term of office for the three (3) Delegates of the Grievance Committee shall be for one year and each delegate shall take place at the first District or Sub-District Meeting of the year in each respective District or Sub-District.

Sacramento Closes Out Banner Year, Looks Forward to Many New Jobs

E. E. Luhff Company in Wood-land and the Center Point Corporation in West Sacramento. The Com-pany is holding fast on some issues that we can't accept. One of those issues is a new contract that has been presented to them since the last strike. They have a couple of other issues that are not acceptable to them.

Ameron Pipe Products could also be a problem. It is really too early to talk about that as negotiations have just begun. This Contract is so far, as it contains sections similar to the one made with the Laborers and the Teamsters.

H. B. Myers was the low bidder in the Cal Expo, offering a $1.4 million contract for the Sugar Pine Dam site and will end about one mile from Foresthill on the west treatment plant. This job will be a real challenge since it will be coming down Shasta Canyon and anyone who knows that country will have to agree that this project will employ a lot of Brothers. It will be about eight miles of rock, dirt, and placing pipe in the ditch.

8:00 a.m.

Power Plant Gets Key Ok

(Continued from Page 1)