

Huge Utah Power Plant Gets Fed's Approval

The proposed \$4.5 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 coal-fired 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 Lynndyl, 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

See 'Rigging Lines,' Pg. 5 for more information

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 coopera-

tives 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 conditions 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.

The Lynndyl site was not the first location that the IPP filed for. Originally a site in Wayne County has been selected, but was ruled out by both the federal government and Utah Governor Scott Matheson after it was determined the emissions from the plant would have a detrimental effect on nearby Capitol Reef National Monument.

Andrus said selection of the Lynndyl site "will not make everyone happy" and will make

(Continued on Page 16)



VOL. 31, NO. 1

SAN FRANCISCO, CA



JANUARY 1980

INSIDE

Engineers News decided to ask the experts what's in store for the building trades in the Eighties. A special reports featuring guest articles from PG&E, the Bureau of Reclamation and Local 3 Business Manager Dale Marr.



MX

By James Earp
Managing Editor

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

OUT 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 entire interstate highway system, three times bigger than the Alaskan pipeline project.

It is called 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 for the monumental amount of work it would create for operating engineers in Local 3. As currently planned, at least half of the project would be in our local's jurisdiction, with the other half crossing into Local 12's southern Nevada area.

According to the Air Force timetable, the first 10 ground facilities would be built and operational by 1986 and the full system operational by 1989. That means

environmental impact statements would have to be completed, designs finalized and federal appropriation money made available for initial construction within the next two to three 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.

(Continued on Page 6)

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 angry 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 canals that travel into the San Joaquin Valley and Los Angeles.

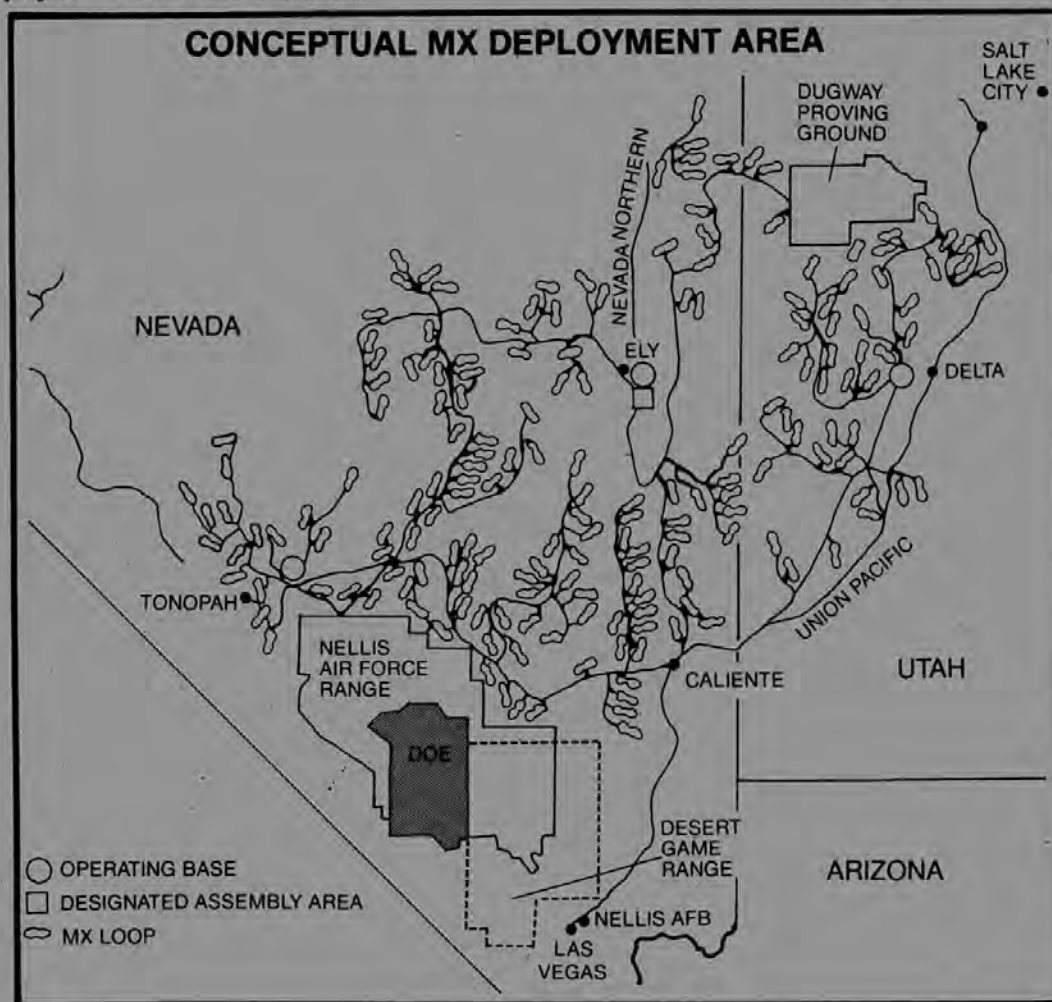
"This is a major victory for this project," Marr commented. "We have been predicting the ultimate approval of the Peripheral Canal legislation for the last two years, but it has been tough sledding." Marr added that the bill, which is expected to pass through the full State Senate this month still faces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

The total cost of the 20-year project was estimated at \$3.5 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 water, through utility fees and the sale of 50-year bonds.

The 8-5 committee approval does not reflect the intense debate that has surrounded the Peripheral Canal issue. The project has long been the center of a fight between the southern state's ever increasing thirst for water provided by the northern half. Bitter rivalry has resulted between

(Continued on Page 2)



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

Looking At Labor

ENGINEERS NEWS

WIPA



PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES

DALE MARR
Business Manager
and Editor

HAROLD HUSTON
President

BOB MAYFIELD
Vice President

JAMES "RED" IVY
Recording-Corresponding Secretary

HAROLD K. LEWIS
Financial Secretary

DON KINCHLOE
Treasurer

BOB MARR
Director of Public Relations

JAMES EARP
Managing Editor

Advertising Rates Available
on Request

Engineers News is published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia Street, San Francisco, CA 94103. It is sent free to the approximately 35,000 Local 3 members in good standing throughout the union's jurisdiction (N. California, N. Nevada, Utah, Hawaii, Guam). Subscription price \$30 per year. Second Class postage paid at San Francisco, CA.

(USPS 176-560)

Peripheral Canal OK'd

(Continued from Page 1)

northern and southern legislators. Ironically, it was two southern based senators that held up the legislation last year. Senator John Briggs (R-Fullerton) and William Campbell (R-Hacienda Heights) changed their opposing votes this time around, due to an intense lobbying campaign by southern water interests and growing public pressure from their constituents.

Confident of approval this month, supporters of the bill didn't bother to mount a major campaign before the committee. They basically argued that Southern California is due to lose about 1 million acre-feet of water a year from its share of the Colorado River runoff, necessitating new shipments from northern watersheds.

One ardent opponent to the legislation who testified before the committee was Humboldt County Supervisor Danny Walsh who called the canal a "reward" for the smog, transit problems and sprawl of Los Angeles.

As we enter into a new decade, it is a natural human response to try to penetrate the thick veil of the future to see what it has in store for us. As construction trade unionists, it particularly behooves us to examine where we stand in relationship with the employer. As I have stressed in past columns (see also Marr 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, as they strive to put an end to balanced collective bargaining and union representation.

I feel that the following remarks made before the 1979 Democratic Agenda Conference by Building and Construction Trades President Robert A. Georgine very accurately and concisely summarize labor's current position and what needs to be done.

By Robert A. Georgine, President
Building and Construction Trades Dept.,
AFL-CIO

In November, the Building and Construction Trades Department held its 60th Convention in San Diego, California. At that time we enacted a lengthy resolution on the irresponsible exercise of corporate power in American society. Hundreds of building trades representatives from communities in every state—large and small alike—were able to agree unanimously that the following conditions exist in America today. That:

- Today's construction workers are increasingly the object of an even more sophisticated threat to their livelihoods than was presented by the anti-unionism of the past;
- That high-priced lawyers, employer consultants, PR men, and lobbyists are embarked on a major campaign to establish a "union-free environment" where workers will have no voice or control over wages, pensions, fringe benefits or employment conditions;
- That corporations have committed themselves to a program on both a federal and state level to repeal laws that have aided workers in maintaining legitimate and decent wages and work standards over the past 50 years, such as the Davis-Bacon Act and the Occupational Safety and Health Act;
- That corporate America has organized more than 1,000 corporate political action committees and raised millions of dollars in order to elect candidates helpful and friendly to anti-worker programs and views;
- That big business threatens to wipe out the small American farm and locally owned small enterprise and is replacing them with distantly controlled corporate conglomerates;
- That plants are closed by corporations, and employment is shifted to low-wage countries and areas without regard for the devastating impact upon American communities;
- That vast concentrations of corporate wealth and influence are being used increasingly in our society to gain almost total control of the media and other forms of discussion and debate, including the universities;
- That the problem of growing corporate abuse is not confined to a "war" against the American worker; corporate monopolization and corporate price-fixing conspiracies are costing the American consumers billions of dollars each year.

Following these findings which are indeed a devastating indictment of the corporate community, our convention passed by resolution a specific program which we will encourage, support and lobby for in the Congress, in the state legislatures and in every public forum available to us.

Our program is one of federal corporate reform which will encompass legislative action in the following areas, in part:

- 1) New measures to insure corporate accountability, corporate democracy, and shareholder rights;
- 2) New measures for adequate corporate reporting and disclosure;

After all, the labor movement has been sub-

ject to the Landrum-Griffin Act since 1959. And we believe that in the past twenty years we have demonstrated to the public our responsibility and our ability to live with further regulation. Let's have the same for corporations. Furthermore, we propose:

- 3) New controls on corporate crime.
- 4) Limitations on plant closings and run-away shops; and
- 5) Windfall profits tax for oil companies which is permanent and includes all oil, including new discoveries.

So this is the program for corporate reform which the Building Trades is committed to supporting in the 1980's.

I would now like to turn for a moment in order to explain to you just exactly why corporate reform is so high on the Building Trades agenda. We are not approaching the problem of corporate abuse from a theoretical or an academic point-of-view.

The threat of corporate America is no mere abstract idea to the some four million construction workers in this nation or to the locals, district 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 support to dismantling this nation's economic institutions. That is the last thing we want. But we are committed to reforming corporate America so that it will not serve just a few but that it will serve the workers and consumers who actually produce and use this country's wealth and resources.

Like most sound ideas and programs, our commitment to corporate reform grows directly from the objective experiences and events which have occurred within the construction industry over the last ten years. I am sure that each group and individual represented at this conference has its own unique experience with the corporate attack which we all acknowledge has intensified over the decade of the 70's.

Let me share with you just a slice of the corporate assault as it has been felt by the Building Trades unions.

I think that it is no exaggeration to say that the business interests are waging war on the construction worker and construction unions.

The corporate community began to focus its attentions upon the Building Trades in the late 1960's when a group of chief executives from a hundred or so corporations out of the ranks of the Fortune "500" formed an organization called the Construction Users Anti-Inflation League. You might recognize this corporate organization by its current name—the Business Roundtable.

I need not tell you the legislative record of this organization over the past several years in opposing every piece of progressive legislation which has hit the floor of either House including the Consumer Protection Bill and Labor Law Reform—to name only two. But in 1969 their aims were more limited. The original Roundtable group included corporations who are this nation's largest consumers and users of construction.

I am referring to corporations of the magnitude of General Electric, Alcoa, General Motors, Proctor and Gamble, and U.S. Steel. Their intention was to lower their own construction costs by slashing the wages of construction workers employed by the contractors with whom they were doing business. Their concern with construction wages was two-fold: First, they felt that lower wages would mean lower construction costs and higher profits for them; second, they believed that the good wage and fringe benefit packages which the Building Trades unions were achieving in the 1960's were pushing up the wages of their own industrial workers. It was also this so-called "ripple" effect upon manufacturing wages which the corporations wanted to stop.

I would like to make an aside observation at this point. The corporate community understands totally the economic interrelationships between various segments of the working

class. They understood very well in the 1960's that the building trades is really the oldest sector of organized labor and that the building trades had achieved in the construction industry a level of organization which brought about advanced wages and fringe benefit packages for its members. It is my firm belief that the attack on the building trades was and is seen as a vanguard attack by Corporate America.

If the collective economic power of the building trades unions in the construction industry can be broken, the corporate powers will turn and have turned to other sectors of the economy where collective bargaining is far less entrenched for the purpose of eliminating trade unionism wherever it exists. So, for example, we are now seeing the National Association of Manufacturers establish a "Council for a Union-free Environment" and a rapid growth in anti-union activities in all sectors of the economy. So the intense attack upon the building trades is really just a part of the larger attack upon the entire trade union movement itself. I see it that way and I believe the corporate community also sees it that way.

But let me return to the Business Roundtable. The early Roundtable—or Construction Users Anti-Inflation League—intended to literally take over labor-management relations in the construction industry. The construction users had a very powerful economic lever to accomplish this takeover because through the strategic use of their giant purchase orders they can force contractors to enter into collective bargaining agreements favorable to the users and indeed funnel their own orders to the open shop contractors when union contractors fail to cooperate. It is clear that the rapid growth of open shop construction in this country can be attributed to the giant corporate construction users who have nurtured non-union construction at every step of the way.

In the late 1960's, the Business Roundtable set up a long-range plan for the construction industry on the legislative, judicial, research, and educational fronts in addition to utilizing their contracting power to achieve their aims. The aim of the Roundtable in its simplest terms has been to convince the public and the Congress that the wages of the American worker, particularly the construction worker—is the cause of inflation.

This takes quite a bit of doing when wages have fallen far behind the rise in costs of land and material, interest rates, and profits, but the Roundtable has commissioned universities and professors to lend academic "authenticity" to their position. The Business Roundtable has carried on such projects as paying over \$1.2 million for a series of sophisticated advertisements in the Reader's Digest which looked remarkably like real articles. These anti-union ads were placed in the Reader's Digest because its circulation reaches into one out of every four American homes. As a result of their advertising purchase, the Business Roundtable received a real article from the Digest titled, "Your Move on Inflation—Mr. President" which called for the total repeal of the Davis-Bacon Act.

The specific Roundtable program for literally controlling labor-relations in the construction industry included:

- 1) The sabotage of our local bargaining patterns;
- 2) The establishment and encouragement of the open-shop sector;
- 3) The funding of litigation aimed at destroying the building trades, and sabotaging our collective bargaining agreements through attacks on the hiring halls and subcontracting agreements, and finally,
- 4) The repeal of the Davis-Bacon Act and the forty state prevailing wage laws. These laws, of course, prevent wage busting on publically funded construction projects by setting a prevailing wage under which contractors may not bid.

(Continued on Page 12)

PROJECT

Dumbarton Bridge on Schedule

Guy F. Atkinson Company is the contractor on two contracts to construct the new Dumbarton Bridge over San Francisco Bay from Menlo Park to Newark and Fremont, ninety feet north of the present bridge. The contractor has been moving the temporary work trestle 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 piles have been driven for the piers with sixteen to be constructed on the west side once the work trestle is reconstructed. The main channel spans will be steel girder. The bridge should be completed by mid-1981.

Holly Street Interchange Continues

Piombo 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 Holly Street traffic 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 minor 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 County of San Mateo providing matching funds. Caltrans is providing all necessary engineering. The project is expected to be completed in the 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 by one-fifth. Labor Secretary F. Ray Marshall 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% (527,000 workers). This is less than the 10.8% unemployment rate of November, 1978, but only 530,000 were unemployed then. On a seasonally adjusted basis, more construction workers were employed in November (4,731,000) than October (4,693,000) or November, 1978 (4,429,000). This month's growth in construction employment was nearly the entire increase 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 divided by a 3½-ft. permanent concrete median strip.

Updating of an environmental impact report will probably be completed by next April 30. Public hearings are to follow in South Santa Clara County with the final impact report completed by Oct. 30, 1980.

Construction contracts 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 Pacheco Pass Highway 152 safety improvement project begins in mid-1982.

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 water screen and pumping plant structures to serve Westside Water District in Colusa County, CA.

Contract was awarded to Underground Construction Co., Inc., of San Leandro. Eleven bids were received, ranging from Underground Construction's low bid of \$2,635,800, to a high bid of \$4,134,464. The engineer's estimate for the work was \$3,183,711.

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

When complete, the pumping plants and gravity outlet works will deliver water from the Tehama-Colusa Canal into Laterals 3 through 9 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 \$288 billion. The government will spend another \$73 billion. The figures may be overstated, says EPA, because they are based on engineering cost estimates and not an in-depth investigation of real costs. Nor do the figures account for the impact of potential technological innovations on pollution control costs.

Water Power Projects Get Boost

A House subcommittee has agreed to authorize construction of hydroelectric 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 voice vote, the water and power 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 projects would cost \$27.4 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 was low among seven which 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 rewind generators.

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 of a hybrid 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 which will include 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 of 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 Honey Lake area near Susanville in Lassen County 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-80s, Metropolitan will lose more than half its Colorado River 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 further damage to the fish population 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 on the university's Davis campus, said an alternative to the canal could be built for only \$158 million. The proposed 43-mile canal would originate near Hood and carry Sacramento River water around the delta for shipment to the San Joaquin Valley and Southern California.

Orlob's alternative would pump water from the river near Walnut Grove and utilize the Mokelumne 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 land 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 Realtors official warned 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, at the very 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 which combines low and high income housing and which means that more services must be provided, such as recreation and transportation, for people who utilize low income housing.

UPDATE



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 Santa Claus was really good to everyone! Some of the most important things in life are good health, peace of mind, and a good job. You have heard the old saying many times, "If you have good health you have everything!"

In looking back at the year 1979, we are told that the Employers reported more hours worked by the members to the Trust Funds than any previous year in the history of this great Union. Also, the prediction is that 1980 will be even a better year. It's wonderful when every member is given a fair job opportunity.

The bad news is that the price of food, energy, housing and medical care has been rising more than twice as fast as the costs of other goods, and a Washington-based research group says it sees no relief in the immediate future.

The National Center for Economic Alternatives said the prices for the four major consumer necessities rose at an annual rate of 17.6 per cent from July through September.

That means that goods that cost \$100 in July would cost \$117.60 in July 1980, if there is no change in the present inflation trend.

Although the third quarter inflation figure for food, fuel, housing and medical care was down slightly from the 18.6 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 per cent ahead of September 1978. Alperovitz predicted little inflation relief for the near future unless

President Carter takes steps to help lower interest rates and moderate oil-price increases.

Federal Reserve Board Chairman, Paul A. Volcker, led the central bank move October 6 to tighten credit. Although the Federal Reserve was most concerned about controlling the growth of the money supply and thus slowing inflation, its action also pushed interest rates to record levels.

Members of the Organization of Petroleum Exporting Countries, which by mid-year had raised crude oil prices 60 percent over their 1978 level, have in recent weeks announced new increases.

Alperovitz's group has been putting out its quarterly analysis of price changes for necessities and non-necessities because it believes the government's figures on inflation do not correspond to the way people spend money.

The center points out that "two-thirds of the household budget of four out of five American families" goes for food, fuel, housing and medical care.

The Labor Department's Consumer Price Index includes these 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 these breakdowns:

Energy prices in the third quarter rose at 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 9.9 percent.

The bright spot was food, for which prices rose at an annual rate of 4.2 percent in the third quarter compared with 7.5 percent in the second quarter and 17.7 percent in the first quarter.

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

Private homebuilding will be hardest hit by the drop in construction activity, said the department in an advance excerpt from its annual "U.S. Industrial Outlook." Housing starts next year will be about 1.4 million units, compared with about 1.75 million in 1979, said the forecast.

Spending for new, private homes will drop by \$750 million to 175.5 billion next year, the department said. The amount of money spent on construction next year should be 9 percent lower than this year when inflation is taken into account, the outlook report said.

The amount spent on public construction projects should increase in absolute dollars next year, but drop 6 percent to 9 percent when adjusted for inflation, the department also said.

While the Federal Reserve Boards' recent money-tightening actions should alleviate some inflationary pressures, the Commerce Department said mortgage rates will not come down much. "It appears unlikely that mortgage rates would recede much from the 12-13 percent rate prevailing in much of the United States . . . in 1979 until the latter months of 1980," the report said. Mortgage interest rates should average 10 percent to 11 percent through 1984, the department forecasted.

Warm Springs Dam on Two Shifts, Despite Rain

Business Rep. Pat O'Connell reports that Warm Springs Dam is continuing on two shifts and moving a lot of dirt. Work around the Guerneville area is still good with Caputo-Wagner, JV, S H Construction and Valley Engineers all doing their share to complete the sewer plant.

Piombo Corp. has had a good year with most of the employees still working. Kaiser S & G and Healdsburg S & G both had excellent years while up North Berglund, Inc. has a full shop and with luck everyone will work this winter. Remco Hydraulics, Inc. in Willits also has had one of its better

years with one hundred and eighty Brothers still working.

District Rep. Bob Wagon reminds the members on the out of work list to be sure to check with the dispatcher to see if it is time to re-register and if you are on the list and working please call him so he can remove you from the list.

Work in Lake and Napa counties is still going pretty well with many of the Brothers looking forward to some well deserved time off, reports Bus. Rep. Chuck Smith. It's been a good year for all classifications and 1980 looks just as promising. Lake County has quite a bit of work for '80', with

some highway work coming up and also The Geysers area has quite a bit to be put to bid and right now

some work is going on in that area. Valley Engineers were working twelve hours a day, seven days a week but have cut back to forty-five to fifty hours a week.

1979-80 LOCAL 3 SCHOLARSHIP RULES

Two college scholarships of \$1,000 each will be awarded winners for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

Two college scholarships of \$500 each will be awarded 1st runners-up for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

Who May Apply:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a member of Local 3 for at least one (1) year immediately preceding the date of the application.

Sons and daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. The parent of the applicant must have been a Member of Local 3 for at least one (1) year immediately preceding the date of death.

The applicants must be senior high school students who have, or will be, graduated at the end of:
either: (1) the Fall Semester (beginning in 1979),
or: (2) the Spring Semester (beginning in 1980),
in public, private or parochial schools who are plan-

ning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1980, and March 1, 1980.

Awarding Scholarships:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and the checks will be deposited in each winning student's name at the college or university he plans to attend.

Instructions:

All of the following items must be received by MARCH 1, 1980.

1. *The Application*—to be filled out and returned by the Applicant.
2. *Report on Applicant and Transcript*—to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.
3. *Letters of Recommendation*—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.
4. *Photograph*—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back (Photo should be clear enough to reproduce in the Engineers News.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

James R. Ivy
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103

or to College Scholarships at the address shown above.



By BOB MAYFIELD
Vice-President

Rigging Lines

I certainly hope that all of our membership had as happy and good times with their families and friends throughout the holidays as I was able to do. In the overall I think this must be close to being very true, as in talking to many brothers during and since Christmas and New Years, it seems their biggest problem is paying more taxes because of heavy earnings for 1979, and thus being very tired, and happy for some time off. Thus from the collective problems of many thousands of our brothers, 1979 is now history and with the closing of the year came—as I had suspected and mentioned earlier—the all-time Local #3 record work year as proved by the pension hours worked and paid by signatory employers. Personally, I do hope that 1980 brings more of these same type problems and that a year from now we all are seeking some deserved time off, and counting our money while worrying about what additional taxes might be owed to the federal government and the state.

However, before we reach this period again one year hence there are some very big hurdles most of us must cross before then. Just for starters, during 1980 three of our construction agreements will expire and a replacement for each must be negotiated and ratified by the respective members concerned. 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 work for these reasons helps. Even though our C.O.L.A. clauses and overall great contracts have kept our members at the top of the heap, as far as Operating Engineers anywhere in America is concerned, these rates compared to rises in fuel, steel, new heavy equipment, tires and cement—only to name a few—are really quite moderate. Not only myself, but all officers and other union officials involved in these major negotiations which are now just around the corner, openly seek the solid support and unity of the rank and file behind us in order that we can successfully negotiate enough new money and other benefits that Local #3 members deserve.

The other day some of you many have read that Interior Secretary Cecil Andrus had given the Federal stamp of approval for the huge Intermountain Power Project to be built near Lynndyl, Utah. This is located between Provo and Delta. The coal fired plant, hopefully, if built and completed would be a replacement for the often "cussed and discussed" Kaiparowits Power Plant that finally died a slow and miserable death when various environmental groups and certain individuals, such as actor Robert Redford, succeeded in killing the project. According to my sources, and from the press as said of this federal approval by the Interior Secretary, this power plant will not be built for certain without chance of stoppage such as happened at Kaiparowits—which had a price tag on it of just over \$2 billion.

A short five years later this new plant (I.P.P.) will have the same generating capacity (3,000 megawatts) as Kaiparowits would have had, except now due to inflation the price is almost double at \$4½ billion. My simple question to Mr. Robert Redford, or to the Sierra Club or any other group, is "Who is paying this money difference?" We all should know by now the answer is we, the consumer and nobody else but us. I wonder how many of these groups and these individuals we can put up with and pay the ever increasing price tags caused by these damned unnecessary delays. It is quite obvious that the OPEC nations are going to continue to raise oil prices as rapidly as the world countries using this oil can and will continue paying their blackmail "take it or leave it" prices. Again, we, the working people, who depend on cars for our jobs carry the brunt of all these price increases. How long can we not immediately begin developing more projects (I.P.P.) along with our coal, oil shale, uranium and all other sources, and therefore stay solvent and healthy and continue to be a free country as we know it now.

At any rate, I'll come back down to earth and write the details of I.P.P., which I've gathered from press clippings, and they are certainly impressive. It would take 330 railroad cars daily just to feed this power plant to generate what it has the capacity to do. One article says around 10,000 new coal mining jobs would be created just to supply coal to the plant. It would be the largest coal fired plant in America, and possibly the world, upon completion. About 58 percent of the electricity developed would be sent to power-hungry Los Angeles County and Southern California. This apparently could be done because this great power plant has the capacity of producing enough power in one 24-hour period to meet the needs of the entire State of Utah for one year. These types of figures to me are almost mind boggling and hard to conceive.

With the worldwide situation being strained more and more almost daily, the need for the MX Missile program I've written about previously and which has been aired on T.V. broadcasts and through the newspapers coast to coast of late, that if these two projects were to be going on at the same time, the people we represent in Utah would have good work almost through the decade of the 80's. Add coal slurry pipelines in the offing and a continued update of a highway program that has been good, and just maybe we'll all have what we need the most—a good job in order to live and support a family in a most human and healthy way.

Winter Slows Current Work

Stockton Eyes Upcoming Jobs

With the snow up in the hills most of the work in the Stockton district has been shut down, reports District Representative Jay Victor. In the valley, members are still working to get as much work done as possible before it rains. As far as the work picture last year, it was as we expected, VERY GOOD.

In the near future some of the projects that will be starting are, 1. Clinton Rd. (reconstruction) East of Jackson, \$110,000.00, 2. Outfall Facilities Amador County, \$1,437,990.00, 3. Main Dam surge tank spillway Access Rd. (reconstruction), \$731,342.00, 4. Lodi Memorial Hospital \$5,100,000.00 and 5.-Woodbridge, San Joaquin County, sewage treatment plants (improvements), and Lodi stadium seats, \$191,000.00.

Since the last month, there have been several meetings pertaining to the Fish Farm application made by Madonna Construction Co. The Company had intended to use the material excavated from the Fish Farm to complete their highway project; the Manteca Bypass.

The application met the approval of the Planning Commission. That approval was appealed by local opposition for the Fish Farm, which meant it had to go before the Board of Supervisors and at that time there was a vacancy in the number of Supervisors. At the conclusion of the hearings the vote was two to two

which meant a deadlock.

Since that time there has been a fifth supervisor appointed and Alex Madonna reapplied the application. The new hearing was set for December 3 and it was declared by the County Council that there could be no hearing because of a county ordinance that put the material to be excavated in an agricultural class of Type 3. This means there can be no excavation of any agricultural area if the material is within the specifications of the county ordinance.

Madonna Construction had several soil experts to testify at the December hearing, but, were not allowed to testify because of this ordinance.

"We recently attended a meeting with the new supervisor and Bill Dorey of the Building Trades Counsel," Victor said. "We also met with Orvil Beerman of Madonna Construction and Mr. Tom Shepherd, council for Madonna Construction to see what, if anything, we can do politically to help get this project's approval. Its approval will mean work for fifteen to eighteen Brother Engineers. If the material has to be brought in from other sources, we, of course, will lose that many jobs."

"We are hoping that, through the efforts of the public relations department, we will be able to get a meeting between the Federal Agricultural people and the experts that Madonna Construction have

retained to testify on the type of material in question."

A few big jobs are breaking in Stockton, Daneil International is building a 60 million dollar plant on Airport Way for Corn Products Corporation. About 12 Engineers on the job clearing and excavating 150 thousand yards.

The Austin Co. is building a 7 million dollar Honda Plant at French Camp. Larry Ashland and D.S.S. Construction are working on the project. The Honda Company building has been extended to one-third larger than the original plans specified.

AFL-CIO Job Program for Youth Offenders On Second Year

"The California AFL-CIO Program for Offender Career Placement and Diversion, Inc. is entering its second year and is zeroing in on a greater number of union employment opportunities for youthful, economically disadvantaged first-time misdemeanor offenders (ages 16-21)," states Director Charlie Paul.

Acclaimed by California AFL-CIO Secretary-Treasurer Jack Henning, and endorsed by most affiliates, P.O.C.P.D. has proved itself to be a leader in the field of (Continued on Page 13)

Winter Puts Skids to Utah Work

Old man winter is fast approaching in Southern Utah and, as always, it really puts the skids to the work, reports Business Rep. Don Strate. The Out-of-Work List is starting to grow bit by bit. "However, it shows we had a great year because a lot of the guys are a little reluctant to accept a job at this time," Strate commented.

The Hunter Power Plant is slowing down considerably in the last two months. There will be a number of engineers there all winter, but it will probably be about half the force that there has been. The award on Units 3 and 4 at the Hunter Plant should be out about the first of the year. U. P. & L. are calling for bids the 1st of November, 1979. "We have our fingers crossed and hope these units go to a fair contractor," Strate said. "They have some stiff competition for the non-union contractors trying for these units."

Jelco, at the Huntington Plant, still has about 10 Engineers on the project. They seem to be picking up small projects that will hopefully continue throughout the winter.

Bumstead and Woolford has a fair-size job at Huntington on maintenance. This should keep a couple of Engineers busy until spring. H. E. Lowdermilk has a good-size crew working on the Deer Creek Mine property, above the Huntington Plant, as well as a crew working in the Scofield area.

George Johansen Construction has about completed its water line project in the town of Huntington and most of the crew will be moving on to an irrigation project in the Fillmore area.

W. W. Clyde still has a skeleton crew working in Emery County. They seem to pick up job after job

in this area, enough to keep this crew busy. They just moved on to a job at the Desert Mine, which is asphalt.

J. B. Parson Construction has completed its Buckhorn Flats job on I-15. This is a very nice piece of highway and they are to be complimented for the fine work they have done.

The Utah Department of Transportation has finally advertised the Nephi I-15 job. This job has been many years coming, as well as taking a bunch of lives. The alignment goes east of the town of Nephi and crosses over to the west side of the valley, about two miles south of town. The length of the project is about 6½ miles and it is to be completed in 200 working days.

The project also consists of 2.4 million cu. yds. of excavation plus culverts, structures and fencing. No asphalt is included in the bid at this time.

Business Rep. Rex. Daugherty reports that J. B. Parson Construction Company has completed its \$4.5 million project from Wasatch to the Wyoming State Line, which consisted of widening the shoulders of the existing freeway and concrete overlay. The County of Sweetwater, Wyoming has employed J. B. Parson Company to crush a large amount of gravel which should create some jobs for this winter. It is expected that the Utah Department of Transportation will advertise another concrete project from Castle Rock to Wasatch sometime this winter.

Peter Kiewit Sons' project from Emery to Castle Rock will probably not be finished until the spring of 1980. Most of the grade is in and the Rick Jensen Construction Company has completed the asphalt on the eastbound lane. The

westbound lane is to be completed next year.

J. B. Parson Construction will start on their asphalt recycling job on I-15 from Rattlesnake Pass to Blue Creek Wash. This contractor will do some of the excavating and crushing of gravel this year.

Nucor Corporation has announced it will construct a steel mill near Plymouth, Utah at a cost of approximately \$45 million, which will have an annual capacity of 350,000 tons. The company has not yet announced who has been awarded the bid on the construction of the plant. They have stated they expect to be in operation by mid-1981 and expect to employ approximately 250 people. Nucor has other steel mills located in South Carolina, Nebraska and Texas.

Business Rep. Dennis Wright reports that American Bridge at U.S. Steel's Geneva Plant is working two shifts—ten and twelve hours a day, seven days a week. Blast furnaces #1 and #2 are out of operation due to the turn-around. There is \$60 million on the drawing board early next spring pending E.P.A. approval. Construction includes new building and concentrator.

The Tempest Company has jobs in Tooele, Salt Lake City, Summit Park and Wyoming, employing approximately 25 operators. The Tempest Company specializes in underground pipe work and water lines.

Concrete Products Company is working around the clock crushing gravel for both hot mix and concrete and employing 72 operators at four different plants throughout the Salt Lake Valley.

MX would be Largest Public Works Job in History

(Continued from Page 1)

Environmentalists are up in arms. Any project of those proportions they say, will have an adverse impact on wildlife, water resources, population growth 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 feelings that are growing over the project.

Cedar City Mayor Jack Sawyer said, "It would literally destroy our way of life."

A county commissioner 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 impacts. It will change the face of west Utah and probably the entire state. The estimate has ranged from 8,000 to 15,000 miles of new road construction. That's extensive environmental impact."

Rep. Garth Jones (R-Cedar City) said, "We have people for and against it. We don't know enough about it. We need information."

Indeed the lack of hard information has caused 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 operations.

This secrecy spurred Utah Governor Scott Matheson at one point in November to declare that "insensitiveness and secretiveness" could turn him against the proposed MX missile system. Although the huge defense department may routinely slough off these kinds of comments by local civilians, the fact remains, that without support from the host states, the project is bound to go nowhere.

MATHESON SAID HE "sees a need for a system like the 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 taken, now favor construction of the MX system, the Governor said, but that could dissipate quickly if they are not kept informed and allowed to participate in the decision-making process.

Others, including the Utah and Nevada governors express concern that the MX project would play havoc on the states' economies. Matheson claims the project would double the population of four counties 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 would put homebuilding to a stop, he believes. After construction, the population would drop 15 percent, creating an adverse "boom and bust" effect on community businesses. Complicating the picture would be the necessity of constructing or expanding schools and city services—which would undoubtedly require the passage of bond elections, etc.

SOME CRITICS EVEN CLAIM the MX design itself is faulty and too expensive. To engage in their arguments is to enter a labyrinthine world of "counter-value targeting," "counterforce" strategy, "no cities" targeting, etc.

Basically the critics' argument is that the MX system will not achieve its intention to deter Soviet military forces from initiating a first nuclear strike against the U.S. In this world of modern strategy, the issue is not that either side has the potential for annihilating the other many times over. The issue is whether we will still have enough warheads operable if the Russians push the button first.

The way our military systems are set up now, the Russians undoubtedly know where

all of the U.S. ICBM missile silos are located, through satellite photography and intelligence methods. The assumption is that a certain portion of the Russian nuclear artillery is aimed at these launch sites. If they get first crack at shooting their missiles, they may knock out all our silos before we can retaliate.

That means we would have to rely on our nuclear submarines and air strike force. Even these forces are natural targets, since the Soviets supposedly know where our air strike planes are located and are developing the technology to spot submarines hundreds of feet below the ocean from satellites.

Therefore, the intention of the MX sys-

tem is to establish a new arsenal that will create a "shell game" of sorts for the Russians. Each track configuration is to be built with 23 separate shelters, only one of which will house a missile. The missile, 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 knocking out all 4,600 shelters.

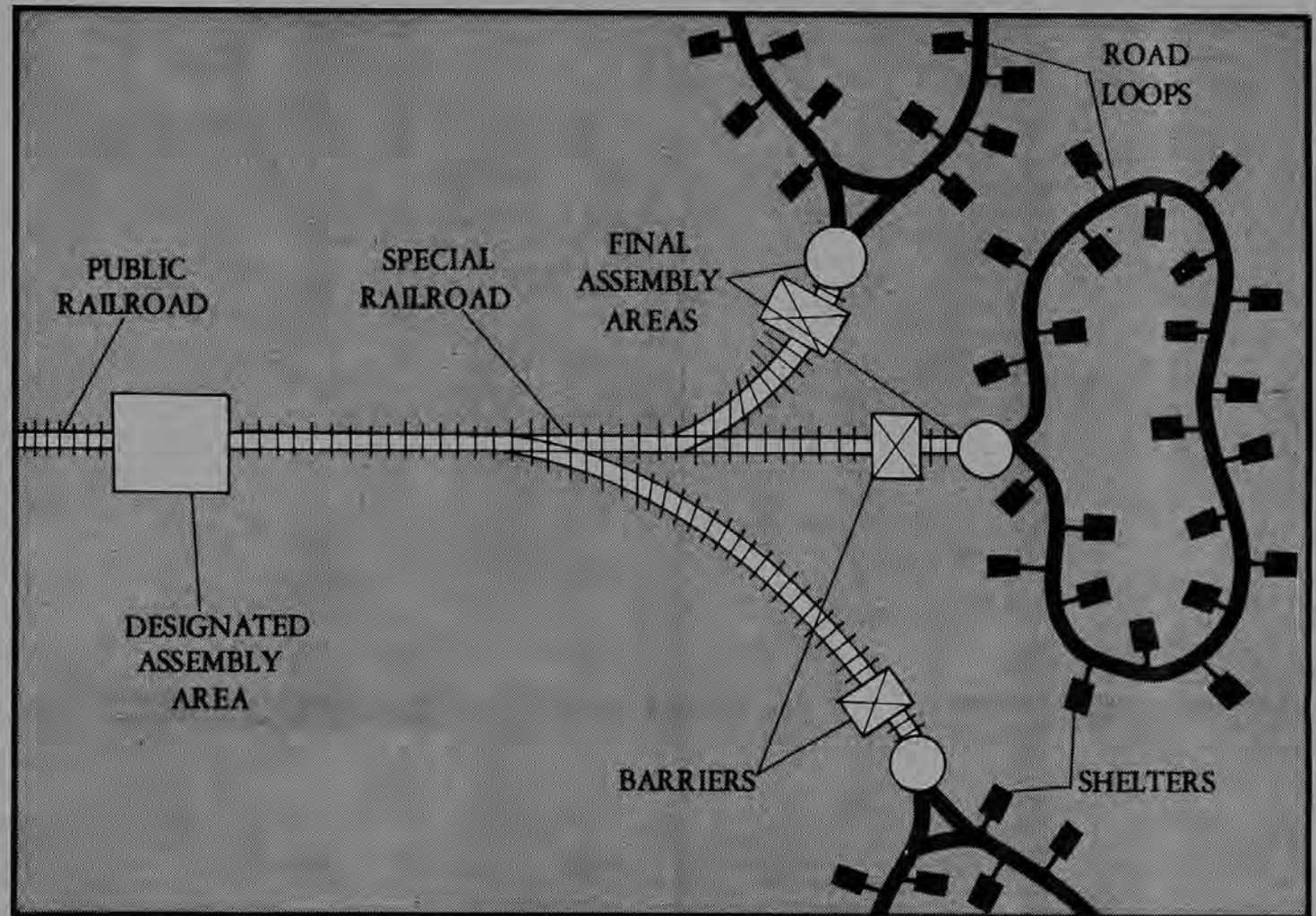
Needless to say, neither of these alternatives offer much work for Operating Engineers. Therefore, as long as a major defense project is under consideration, it would be beneficial for operating engineers to push for the MX.

AS IT STANDS NOW, some progress is already being made for the MX. In addition to public hearings, government officials from Nevada and Utah are frequently meeting together with the Air Force to discuss problems and work out differences of opinion. These discussions have

approval for setting aside land for the missile project. Under existing law, the Air Force could not seek Congressional approval for setting aside land for the missiles until its construction plans were affirmed.

However, under the proposed measure, the Air Force would be allowed to set aside large chunks of federal land early in the planning process and then later decide whether they would be suitable for missile sites.

The third major proposal in the legislation sought by the Air Force is designed to expedite the approval of government agencies for the numerous construction activities associated with the missile project.



Partially assembled missiles arrive by train at the mobile base facilities

tem is to establish a new arsenal that will create a "shell game" of sorts for the Russians. Each track configuration is to be built with 23 separate shelters, only one of which will house a missile. The missile, 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 knocking out all 4,600 shelters.

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

On a political realm, critics are saying that the MX will have just the opposite its intended effect on the Russians. Instead of deterring them from making a first strike, it may make them more apprehensive about their military superiority—provoking a feeling that, "well, if the U.S. strikes first, we are dead in the water, so if it comes to war, we better be the ones to strike first."

These are ultimately mindless arguments, since the reality is that both the U.S. and Russia will undoubtedly continue to upgrade their defense systems—even if SALT II is ratified.

But these improvements need not center on the MX system. This project, in the hopper for a decade in one form or another, only became a serious consideration after Carter dumped funding for another nuclear pow-

only been successful to the degree that the Air Force is willing to cooperate.

The general consensus among the residents of Utah and Nevada at this point is, if the MX system proves to be necessary, they are willing to have it built. But public opinion can change overnight with a few rumors and a lack of hard information.

In the meantime, the Air Force is seeking legislation from Congress that will ease legal and environmental restrictions that could pose major obstacles to the project's tight timetable.

Called the MX Mobile Missile System Basing Act, the legislation would allow the Air Force to sidestep existing environmental laws in three ways:

First, it would simplify the Air Force's task of selecting locations for building the MX. Under existing law, the Air Force would be required to drum up six alternative locations for the project.

Officials claim that selecting and preparing studies on six different sites around the country—each involving an area at least the size of Connecticut—would involve tremendous delays. Under its proposal, the Air Force would be required to prepare EIS's only to the degree deemed appropriate by the Secretary of Defense.

A second proposal contained in the legislation would ease the task of gaining

Some of these proposals brought a sharp attack from Governor Matheson of Utah—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.

AS IT NOW STANDS, it is clear there is a mammoth task involved to get this project on line. Local 3 Business Manager Dale Marr sums it up:

"Even though this project will result in a tremendous employment 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 comprising and negotiating before the MX becomes a reality.

"Even if and when the project comes on line, we trade unionists have our work cut out for us," Marr continues. "We better be sure we do everything possible to see that this work goes to union members and not to scab outfits. 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.

"This project will provide a tremendous challenge to businesses and unions alike to fill the demand for materials and labor," he added. "We don't want a 'boom and bust' situation, nor do we want to drain the surrounding construction work of its resources. There is no question about it, the MX is going to be like nothing we have ever before experienced—and I'm looking forward to meeting that challenge."

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. Perched on a transport, each missile can be shuffled from shelter to shelter, providing an impossible target for the Russians.

THE EIGHTIES:

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

(Editor's Note: Energy, the environmental movement, management and labor relations are all issues that will be of crucial importance to trade unionists in the construction industry in the 1980's. Local 3 Business Manager Dale Marr dealt with these issues in considerable depth in an address before the Associated General Contractors of Washington State Jan. 10. Below are excerpted portions of that address.

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 seldom fruitful. Anyone in the industry—and there were many—who attempted in 1970 to predict the outcome of the industry in the decade that has just passed undoubtedly was in for a number of surprises and embarrassments. 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.

We went from a decade when the economy was at an almost unparalleled boom to one that repeatedly see-sawed into recessions. 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 when the environmental movement blossomed and regulatory agencies sprouted overnight. We learned all about Ecocide, stagflation, the greenhouse effect, spaceship earth, no-growthers, meltdowns, OPEC, Red Dye No. 2, snail darters, and a host of what we called "viable alternatives."

I don't know anyone who was so skillful in 1970 that he could have predicted incidents like the Arab oil embargo and OPEC oil price hikes that would have such a dramatic impact not only on the construction industry, but our entire national economy. Although there were certainly warning signs, who could have accurately foretold the degree to which inflation, the environmental and no growth movements would effect the construction industry?

So you see, putting a crystal ball on the table is basically a no win proposition. I have no desire to be surprised or embarrassed about my predictions for the construction industry in the 1980's, or 10 years from now have one of you come to me and say I didn't know what I was talking about. So, I am going to make relatively few outright predictions today. But there is something we can do that will be worthwhile for all of us. That is to see where we have been this last 10 years, draw a few conclusions, and then ask ourselves the right questions about what we need to be doing for the next ten years, and how we intend to go about it. It's not too difficult to be a morning quarterback. With a little reflection, we should be

able to come out of the Seventies armed with a few more ideas about how we are going to cope with that vast unknown and largely uncharted region that will become the 1980's.

The challenge of the 80's will be to find ways to reverse the inflationary "era of limits" that characterized the 70's. We need to find ways to have more that will not turn into less. The key will be to grow in such a way as to replenish, rather than to deplete our resources. This program will be necessitated by looming shortages in fuel, food and energy.

Energy: Enough to go Around?

Nothing looms more immediately on the horizon than the question of energy. It penetrates every facet of our lives. It warms our houses, it cooks our food and powers our television sets. It enables us to get to work, and once there, enables us to produce. Energy provides jobs. It determines lifestyles. It preserves lives. A surplus of energy sets the stage for wealth and prosperity. A shortage of energy is a prescription for disaster. It is an essential commodity.

This single issue could very well overshadow every other concern in the decade. Ten years from now, it is energy that will determine whether the 1980's will be called the decade of prosperity or of scarcity.

Of most immediate concern to us, is that there is not enough of it in the United States. We have to import half of all the energy we use. In a time when we emphasize the need to become more self-sufficient, we are becoming more dependent on oil imports. Despite the words that have been spoken in Congress and by the President about developing a viable energy program, we have nothing.

That kind of negligence can deal a crushing blow to every contractor in this room. This, as much as any other group, is aware of the effects the energy shortage has on the ability to run a business. The scarcity and volatile price of petroleum plays havoc on your ability to bid on a construction project, and the ability of our members to get to and from work.

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 close 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 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.

In his farewell address, Energy Secretary James Schlesinger painted a bleak picture of our energy future. He said, "Quite bluntly, unless we achieve the greater use of coal and nuclear power over the next decade this society may just not make it."

If that seems pessimistic, consider these facts:

• In the past decade, our oil im-

"Quite bluntly, unless we achieve the greater use of coal and nuclear power over the next decade, this society may just not make it."



ports have doubled from 25 per cent of our requirements to 50 per cent. The cost of these imports has increased twentyfold, from \$3 billion a year to \$60 billion. As a result, the strength of our dollar has gone down the tubes and we suffer persistent inflation.

• The very life blood of our present economy—petroleum—depends on the stability of a few volatile countries halfway around the world. All you have to do today is pick up the newspaper and read how stable that area is. The Iranian shortfall we experienced earlier this year is only a mild example of what we will face if there is a significant cut in oil production for any reason in the Middle East.

The Arab oil embargo and OPEC's quadrupling of oil prices gave us clear signals of the serious trouble ahead if the United States did not immediately make efforts to withdraw from its addiction for Middle Eastern oil. Seven years have transpired and we still have done very little.

Why haven't we done anything? I believe much of our ineffectiveness is due to confusion and ignorance on the part of the public. A recent poll indicated that over half of all Americans feel the energy shortage is fabricated by an oil company conspiracy. While their obscene profits and repeated indictments for price fixing and ripoffs give ample excuse for such a belief, it is simply not the real reason we are in an energy crisis.

Environmental extremists and other activists are also playing a shell game with the media with their propaganda on the ease with which we can solve our energy problems by so-called alternatives. Geothermal power, solar energy, wind power, wood chips, synthetic fuels, etc. are worthwhile programs to spend reasonable amounts on for research, but they can in no way solve an energy problem which is bearing down on us now. We have to implement a lesson we learned in the 70's when it comes to energy research. There are only so many dollars. The more we spend on

esoteric energy alternatives, the less we have left to develop the hard staples that we can utilize now—that is nuclear and coal.

The recent down trend in the nuclear industry is frightening. Three Mile Island had the potential of shaping up 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. Just imagine how many jobs, how much capital investment that represents, if the money had only stayed at home.

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 frontline politically to see that it happens.

One of President Ford's speech writers once mused 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.

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 legislation and labor has been its most ardent supporter.

I am amazed that contractors have not been pushing more for its passage. The money coming out of the windfall profits tax will finance development of solar, wind, tidal,

(Continued on Page 10)

THE EIGHTIES :

PG&E Planner Examines Future Of Energy Related Construction

By Nolan H. Daines
Vice President—Planning
& Research
Pacific Gas & Electric Company

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 asked that 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 '80s can be met. In October we furnished the California Public Utilities Commission with our blueprint for supplying our area's electric needs until the end of the century. We also have extensive plans to insure an 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 future energy supplies. That is the possibility that we won't be able to license and build the facilities necessary to meet our projected load growth.

Let me put it another way. We can meet the challenge—if the regulators allow us to use the tools the job requires. Our frustration grows daily at the inability to do that. The inescapable irony is that it will be the more than 9 million people who depend on us who will pay the penalties if complex, often contradictory regulations mean that we don't get the energy job done.

But set aside our regulatory dilemmas for a moment. Where do we stand today, and how do we plan to meet tomorrow's needs, if we get the green lights that we need?

PG&E serves about 3½ million electric customers and 2.7 million natural gas customers. More are being added every day. The number of electric customers is growing at a rate of 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 generating capacity of PG&E's 64 hydroelectric and 12 thermal power plants is 10.9 million kilowatts. Other area electric producers, such as the Sacramento Municipal Utility District and Turlock and Modesto Irrigation Districts can supply an additional 3.9 million kilowatts for a total of 14,809,000 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 Northwest, where growth has reduced the amount of electricity available for export.

What, then, is the solution?

First of all, it must be pointed out that PG&E supplies energy—both electricity and natural gas—from the most versatile electric resource system in America.

The sources include hydroelectric, geothermal, steam plants fueled by oil and natural gas, nuclear, combustion engine. Within the next decade PG&E plans to add to that resource list coal, pumped storage, and wind.

Let's look at them one by one.

Hydroelectric

California's sites for new hydroelectric developments are few. Those sites that remain are inside national parks or other protected areas, such as designated "wild" rivers.

PG&E is upgrading the efficiency of older hydro plants and investigating the feasibility of new projects. These include "small" or "low head" hydro plants. The resource plan calls for 300,000 kilowatts of new small hydro generating capacity by 1990.

The massive Helms Pumped Storage Project on the Kings River is scheduled for operation in 1981 and will add more than 1.1 million kilowatts to PG&E's peak load-handling capability.

The Helms project will generate electricity at peak demand periods from water flowing downhill through the penstocks to an underground powerhouse. At night, the water that generated electricity earlier will be pumped back uphill for reuse. The off-peak pumping will use low-cost energy from conventional thermal power plants and nuclear units. The pumped storage concept increases flexibility and efficiency of the company's power network.

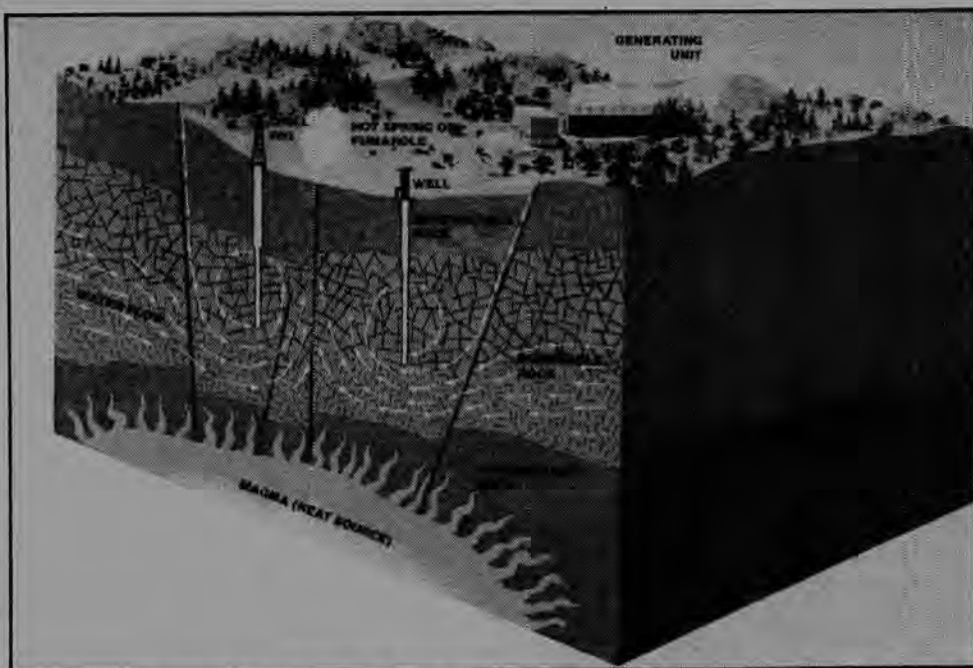
More than 150,000 kilowatts of hydro power will be added to the PG&E system by 1983 through the purchase of the output of a hydro plant being built by the Nevada Irrigation District and upon completion of PG&E's own Kerckhoff 2 Power Plant on the San Joaquin River.

Geothermal

By the end of 1980, The Geysers Power Plant in Sonoma and Lake counties will be producing nearly one million kilowatts of electricity for Northern and Central California.

PG&E's Geysers facility uses natural steam that percolates deep underground to produce electricity. It is the largest such facility in the world, and continues to grow.

At present The Geysers consists of 13 operating units. Two more are



Geothermal: Promising but Limited

Geothermal energy provides a promising source of energy in some areas, such as the Geysers in Sonoma County, which is the largest geothermal power generating field in the world. The diagram above shows how geothermal energy is tapped. Magma, the molten rock found deep within the earth radiates heat energy through

the solid rock above it which eventually comes in contact with underground water. The heat transforms the water into steam, which is trapped until drilling rigs bore as deep as 7,000 to 10,000 feet to reach it. The steam then supplies the power to turn electric generators.

under construction. By 1988, with the planned addition of seven more units, the power production of PG&E's Geysers plant is expected to reach 1.8 million kilowatts.

Hot water geothermal energy, as opposed to the dry steam of The Geysers, could produce 100,000 kilowatts for the PG&E system in the 1980s.

Coal

PG&E is planning to build a two unit, 1.6 million kilowatt coal-fired plant at Collinsville, Solano County. It will be Northern California's first coal-fired plant. The first unit of the facility on the Sacramento River Delta is planned to begin operation in 1986.

The plant will be the cleanest burning coal plant in the world and is expected to cost more than \$2.5 billion.

In addition to the Collinsville plant, PG&E's resource plan for the 1980s shows two more 800,000 kilowatt coal-fired plants scheduled for completion in 1988 and 1989.

The Collinsville plant will elimi-

nate the need for more than 15 million barrels of foreign oil per year.

In addition to planning its own coal-fired plants, PG&E has signed a preliminary agreement for participation in the Allen-Warner Valley Energy System proposed by Nevada Power Company. PG&E has signed a preliminary agreement for more than 900,000 kilowatts of the 2.5 million kilowatts the system will generate at plants in Utah and Nevada. Construction costs of the system—a coal slurry pipeline and the two power plants—are expected to reach nearly \$2.5 billion. The units are scheduled for operation starting in 1985.

Nuclear Power

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

The \$1.6 billion plant, 12 years in the making, will displace the burning of 20 million barrels of oil a year. This plant, the key to a dependable electric supply for California this summer, awaits a license from the federal Nuclear Regulatory Commission.

The combined output of the two units will be 2.2 million kilowatts. PG&E's 63,000 kilowatt Humboldt Bay plant is now shut down, undergoing modification and seismic testing.

Combined Cycle

In the next few years, PG&E hopes to add 1.2 million kilowatts of generating capacity by adding a combined cycle unit at its Potrero plant in San Francisco, as well as several co-generation projects. The co-generation projects will utilize the most efficient technology available and could serve as alternatives to all or part of a combined cycle plant proposed for the area of the company's existing Pittsburg Power plant in Contra Costa County.

Combined cycle power plants use combustion turbines (like jet engines) whose waste heat then goes on to boil water to operate conventional steam turbines for greater efficiency and, as ordered by the federal Power Plant and Industrial Fuel Use Act of 1978, reduce oil consumption.

Co-Generation

Co-generation combines industrial use of steam with the production of electricity, resulting in more effi-



Nuclear Power Remains In Doubt

The massive Diablo Canyon Nuclear Power Plant in San Luis Obispo County sits unused, waiting for the use permit that must be granted by the Nuclear Regulatory Commission. The nearly 800-foot long building in the foreground houses massive 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 20 million barrels of fuel oil a year.

cient use of fuel. During the 1980s PG&E plans to develop 1 million kilowatts of co-generation in cooperation with industry and public institutions if contractual agreement can be worked out and regulatory uncertainties are clarified.

Oil and Gas

More than 40 percent of PG&E's present generating capacity uses oil or natural gas for fuel. Oil-burning plants like those at Pittsburg 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 imported oil. This emphasizes the 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 PG&E is seeking worthwhile solar generation projects to investigate as test power sources in the 1980s.

Meanwhile, solar heating is here, and is being encouraged by PG&E. These sources can reduce significantly the use of precious fuels for space, water and pool heating.

Wind is another source of power production being investigated. In 1982 PG&E plans to start operating a 2,500 kilowatt turbine generator. If it proves reliable and economical, another 80,000 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 natural gas customers in 37 counties consume more than 500 billion cubic feet of natural gas a year to heat homes, offices, schools, stores and factories as well as cook and perform a variety of industrial tasks.

Because natural gas supplies in California are limited, PG&E began to look to Canada as a dependable supply source as long ago as 1961. In the years ahead, Canada, Alaska, Indonesia and Australia—in addition to gas fields in the Southwest and in California—will play a part in assuring a reliable future gas supply for PG&E customers.

Major new pipelines will be built in the 1980s to bring natural gas from the Rocky Mountain states and Canada and later, Alaska, to PG&E customers. At Little Cojo Bay near Point Conception in Santa Barbara County, PG&E will be a partner in development of a terminal to receive liquefied natural gas from specially-built ships that will bring their cargoes from Indonesia and Alaska.

And closer to home, some of the future gas supply will come from garbage dumps and cattle feed lots, as techniques are further developed to capture the methane gas produced by decomposing waste.

The Bottom Line

Oil, natural gas, water, the atom, geothermal steam, coal, recyclable wastes, wind, sun. They all have a place in PG&E's plans. Coupled with conservation, these resources can provide adequate power for the future.

For reliable electric service, more than 1 million kilowatts of electric generating capacity must be developed in Northern and Central California every year through 1990. PG&E must also insure reliable supplies of natural gas from a variety of sources. We have a strategy that will make us a dependable contributor to the future of the area we serve. All we want is the opportunity to implement it.

THE EIGHTIES:

Billy E. Martin, Regional Director
Water and Power Resources Service
(Formerly Bureau of Reclamation)

"Reclamation" work in California—and throughout the West—is entering the 1980's under a new name: Water and Power Resources Service. The name change for the former Bureau of Reclamation was approved by the Secretary of the Interior on November 6, 1979.

The Water and Power Resources Service title was selected to more adequately reflect the varied activities of our agency. Our new name emphasizes changes which have taken place through the years—broadening the scope of our program in the areas of hydroelectric power, flood control, fish and wildlife, recreation, municipal, industrial, and irrigation water supply. In our day-to-day work with companies and agencies across the West, business will be continuing as usual under our new name.

For the 1980 fiscal year, through September 30, 1980, business includes a construction schedule in California continuing with the same intensity as our fiscal year 1979 program. Total Congressional appropriations for the Central Valley Project are up \$26 million from fiscal year 1979 appropriations, providing continued funding for ongoing contracts and scheduled new contracts.

Our approved program for fiscal year 1980 shows \$27.7 million for the Sacramento River Division (Tehama-Colusa Canal), \$12.9 million for the Auburn-Folsom South Unit, \$20.8 million for the San Felipe Division, and \$4.8 million for the San Luis Unit in our major program areas.

Construction funding for the Sacramento River Division will be used primarily to continue construction of the Tehama-Colusa Canal, bringing the main canal system near to completion. Reaches 6 and 7 of the canal, now wrapping up construction, are expected for transfer to operation and maintenance status in the near future. Work on the \$17.3 million Reach 8 contract is currently proceeding ahead of schedule.

Construction is also continuing on water screens and pumping plant structures to serve Westside Water District, and Unit 1 of the Orland-Artois Water District Distribution System.

Contracts to construct canalside pumping plants to serve Kanawha Water District, and pumping plants, gravity turnouts, and the lateral distribution system for Dunnigan Water District are scheduled for late-spring award. Similar facilities for service to Colusa County Water District are expected to out for bid late in the fiscal year.

Construction will also get underway this year on three operation and maintenance suboffices. Contracts for suboffices at Arbuckle, Willows (phase 2 construction), and Red Bluff (phase 2 construction) are planned for award later this spring.

In our Auburn-Folsom South Unit, work on Sugar Pine Dam will be ongoing throughout the fiscal year. The diversion tunnel to carry water around the foundation area during construction was finished last fall. Crews are now completing excavation work in the keyway, spillway, and downstream outlet areas.

To get the water to the community of Foresthill, the 8-mile Sugar Pine Pipeline is now being built. Sugar Pine Pipeline will carry the water to a holding reservoir near Foresthill, for delivery through the Foresthill Main

Conveyance System to the lower limit of the service area.

Work on the conveyance system is scheduled to get underway in the near future. Contracts for reservoir area clearing and construction of a water treatment plan are planned for later in the year.

In our San Felipe Division, major construction activity is continuing on drilling Pacheco Tunnel, to bring San Luis Reservoir water through the Diablo Mountains to Santa Clara and San Benito Counties.

Pacheco Tunnel has a driven diameter of 12 feet, for a concrete-lined finished diameter of 9 feet 6 inches. The contractor is currently working from both ends towards the middle to complete tunnel drilling.

Two additional San Felipe contracts are planned for late-spring bid

and communication cable. Specifications for the construction of a check control building and stilling well are planned for issuance about mid-year.

On the Friant-Kern Canal, rehabilitation contracts will be getting underway for furnishing and installing remote control equipment, check gate motors, and measuring devices.

In addition to our construction program for the Central Valley Project, Water and Power Resources Service work is planned for other projects in California. On the California-Oregon border, Klamath Project construction is continuing. Work is scheduled for completion this year on the distribution and drainage system for Klamath Straits Unit East and West, and Stage 3 of the Klamath Straits Drain Enlargement. We are planning award of contract later this



Central Valley Project—Sacramento

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 curing 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 Dunnigan, CA.

issue—for Pacheco pumping plant and switchyard equipment, and construction of the Santa Clara Tunnel—pending the outcome of cost reassessment on the project.

In the San Luis Unit, fiscal year 1980 construction is continuing on ongoing contracts for pipe fabrication, pumping plant, pipeline, and lateral construction for Westlands Water District Distribution System. Work will continue through the fiscal year on the Westlands Collector Drain System, and will begin on Second Stage construction for Kesterson Holding Reservoir on the San Luis Drain.

Work is also continuing in 1980 on Delta-Mendota Canal rehabilitation contracts now underway. Two contracts were awarded in November for rehabilitation work along 66.5 miles of the canal, and a third rehabilitation contract will be out for bid in early summer.

Other Delta-Mendota Canal contracts are scheduled for award in the spring for canal embankment stabilization, check gate motor replacement

spring for construction of subsurface drains and Pumping Plant D-4 in the Klamath Straits Unit.

At our Washoe Project (California-Nevada) construction will be initiated this year on powerplant, switchyard, and related facilities to add hydroelectric generating capability at Stampede Dam. We expect to have contracts out for bid in the spring to construct Stampede Powerplant and furnish and install generators.

In the west Sacramento Valley, construction activity is planned for Safety of Dams Program work on the Orland Project, and recreation area development work on the Solano Project. Award of contract to begin Stony Gorge Dam rehabilitation under the Safety of Dams Program is expected by late in the fiscal year. Lake Berryessa work is nearing completion on Phase II of the Oak Shores Recreation Facilities, and progressing on the marina and boat dock excavation contract awarded last October.

THE EIGHTIES

(Continued from Page 7)

geothermal, synthetic, biomass, liquefied and gasified coal projects. These will require the erection of new facilities across the country. That means construction contracts. President Carter has also promised that part of the windfall profits tax money will go towards developing new mass transit systems.

Let's put it another way. The massive government funded interstate highway system and clean water programs have provided billions of dollars in work for the construction industry. But they are winding down. Soon we will enter a rehabilitation and maintenance phase in these areas, and that will not provide as much work. The construction industry needs a new impetus to keep it healthy. The creation of a nationwide energy program will provide work on the scale of our complete interstate and clean water programs combined. We need that work. We need passage of the windfall profits tax.

Environmentalism: Controlled "No Growth?"

During one of the environmental law suits that typified construction projects of the 70's, one corporate official asked: "I wonder if mankind will suffer a whole hell of a lot if the whooping crane doesn't quite make it."

That question capsulized the frustration many of us felt as we attempted to cope with burgeoning environmental movements of the 70's. As we enter a new decade, this pow-

erful, well entrenched movement will play a very significant role in how we deal with the energy problem.

Environmentalism has been much misunderstood among trade unionists and business. Too often in the 70's the lines were drawn as clean air versus jobs, etc. By the time the 70's came to a close, however, we learned a few things about the environmental movement.

We learned that, as the public often clumps the "labor movement" into one stereotype, it did likewise for the environmental movement. There are thousands of labor unions in the nation. They range from white collar engineering associations to minority dominated service employee unions to the traditional construction trade unionist. The voice of labor rarely speaks in unison. And so it goes for the environmental movement.

There are environmentalists who are for full employment and who supported Labor Law Reform. There are others who pushed for the Clean Water program and yet others who try to halt every sewer project that comes along, in order to "limit growth." What got our ire up so many times against environmentalists is that we could hardly ever tell where they were coming from. On one project we might hammer out a compromise with the Sierra Club, only to be slapped with a lawsuit by Friends of the Earth.

A common mistake in dealing with environmentalists is that we frequently fail to make a distinction between the true environmentalist and the "no growther." In all honesty, the construction industry has derived a number of significant benefits from legislation arising out of the environmental movement. The Clean Water and Clean Air programs come immediately to mind. While many in-

dustrialists argue that these programs have destroyed more jobs than they have created, recent studies indicate the exact opposite is true.

Throughout the 70's, studies indicate that pollution control expenditures contributed to a lower unemployment rate, and only an 0.5% increase in the inflation rate. The Environmental Protection Agency, in its Economic Dislocation Early Warning System, has collected data on the number of jobs lost in industries and utilities due to environmental regulations.

Since the record keeping began in January, 1971 136 firms have been listed on the threatened list, but only 26 remain today. Of the 111 firms that have been removed from the list, 55% resolved their pollution problem, 15% closed for alleged environmental reasons, and 9% closed for other reasons. An estimated 24,000 jobs were lost from these plant closings.

On the other hand, several sectors of the economy have benefitted from these laws. The construction industry in California alone has been the recipient of nearly \$4 billion in waste water treatment projects since 1973, creating jobs for tens of thousands of construction workers each year.

While many trade unionists and employers don't realize it, the growth of the occupational safety movement has been closely aligned with environmentalism. Without the impetus of Earth Day and the research into lead, asbestos and a host of other occupational hazards, we would be far behind where we are today.

While many employers moan and gripe about the costs of safety programs, pollution control, government regulation, ad nauseam, the fact is, these programs have helped us come a long way in lowering the rates of absenteeism, greater productivity, less job stress and an increased

sense of job worth and better family relations. This translates into a more consistent and productive worker and more prosperity for the employer.

Kept within reasonable cost factors, the rewards of a clean environment can mean much to countless individuals living downstream or downwind—who could very well be you or I.

Whereas the environmental movement has produced recognizable benefits for the construction industry, the no-growth movement has been a poison to labor and business alike.

It assumes that the status quo is preferable to anything the future might have to offer. Place moratoriums on sewer hookups, restrict water development projects, create planning commissions and regional governments which will take precedence over our individual freedom and the democratic process. Zero Population Growth. Zero Economic Growth. These are the insidious philosophies that have undermined our industry over the past ten years and which we will have to organize together to fight in this new decade.

The no growther has found a favorable home in the environmental movement, which offers the opportunity to combine the qualities of virtue and selfishness. It is easy in the name of the environment to argue against a proposed freeway project or dam or shopping center, when the real impulse is simply "put it somewhere else. I don't want it screwing up the view from my kitchen window."

The great misconception about "stopping growth" is that things will stay pretty much as they are. They cannot. To fail to progress is to digress. The stagnation of the industrial system will not keep the num-

(Continued on Page 11)

Alcohol and Stress Frequently a Bad Mixture

(Editor's Note: This article is the second in a series on stress and its effects on construction workers by Bill Delaney, who is currently initiating a number of "promotive health" programs for Local 3 members, including a new Health Examinations service which will be featured in the February Issue of Engineers News.

By Bill Delaney

Let's face it. People like to drink. If fermented beverages, as supposed, became regularly available to mankind roughly around the time of the invention of agriculture, then people have been drinking steadily for 10,000 years or so! Common sense dictates, they must be getting something out of it or drinking wouldn't have lasted so long.

Why do people drink? There are probably as many answers to that question as there are drinkers. "After a hot day on a rig, a few belts make me feel better." "I'm less uptight when I drink." "It's a social thing, everybody in my family drinks." "After a few nips the world makes more sense." And of course the perennial reply, "why the hell not."

Research on what motivates people to drink doesn't go much further. One theory states that people who feel powerless drink to obtain a sense of power over their lives. Another says drinking is learned and people do it because they've been taught it's the natural thing to do. Young people are said to drink to overcome the frustrations of adolescence, while old people drink to soften the sting of aging. Men drink because it's the "Macho" thing to do; women because it appears sophisticated. And so the theories go.

If I had to choose one reason why alcohol is more popular than ever, I would go with the following: Modern societies have gradually increased the level of stress that its members live under. People today work harder, want more, strive more intensely, put up with greater amounts of information, and lead more disciplined lives than ever before. But living under these conditions takes its toll. Eventually every person experiences the monotony of the daily grind. Eventually every person feels the burdens of responsibility and the worry over making ends meet. Sometimes the monotony and responsibility appear like a tyranny in our lives, and at this point the need to escape is felt. Enter alcohol.

One or two ounces of alcohol and the central nervous system is penetrated. What had been bombarding the brain only moments earlier in the form of concerns, worry, and images of responsibility is suddenly inhibited. The pressures in our lives are relieved, momentarily, and forgotten.

Drinking, therefore, is accepted in our society as a means to escape from the pressures and stress of life.

The tensions in America today—inflation, the gas crunch, taxes, technology, etc.—are rising, at the same time that we are requiring more discipline from people. It is no wonder we see people looking for ways to cope with the heightened stress.

In moderate amounts there is no denying that alcohol helps people cope with the monotony we experience from time to time and with handling stress. But two questions stand out in any discussion of the positive uses of alcohol. First, what about the majority of Americans who do not drink at all? And, second, what about

the 17 million people in our population who lose control of their drinking and fall prey to alcohol abuse.

In answering the first question we must take into consideration that mankind lived for thousands of years before discovering the fermentation of grains and fruits. Obviously in those long stretches of history, people lived and loved and coped without drinking. Closely allied to this insight is the fact that most Americans today live and cope without drinking or by drinking very moderately. This can only mean that there are ways of breaking out of the monotonous grind of working and living, that you can feel good without resorting to booze. But tell this to a drinker. Most heavy drinkers believe down to the marrow of their bones that there is only one way to relax truly—and that is by having a few drinks.

One price you pay when you buy into drinking as a daily coping tactic is the loss of interest in pursuing other forms of coping. Studies show that most drinkers sit a lot, watch more T.V., read less, have fewer hobbies, and larger belt sizes than non-drinkers. I am very impressed by the retired Engineers I have met who have quit drinking entirely and report they now wonder why they did all that drinking for all those years. It wasted time and kept them from getting on with a lot of projects and activities they now enjoy immensely.

The second question relates to one of the great puzzles of human behavior. A little alcohol reduces stress and people report usually feeling better. Some people, however, begin to go past the point of drinking just a little and end up drinking great amounts on a regular basis. Once control over drinking is lost,

once drinking becomes compulsive, a whole lifestyle sets itself up. Drinks lace themselves into every aspect of living.

We don't know much about the loss of control over drinking, but compulsive drinkers report living with a tremendous amount of fear—fear that they will be found out, fear that they will lose even more control, fear that alcohol will be taken away from them. Because of pride, moreover, most compulsive drinkers early on fail to come to grips with their problems.

No group is immune. First ladies of the country, senators, lawyers, doctors, housewives, and yes, Operating Engineers can lose control of their drinking. One thing we have learned is that if you do lose control, you need to get some help. Going it alone, the solo cure, seldom works. So, alcohol, like many of nature's gifts, has two sides. For those who can handle it in moderation, it does reduce stress. But for these people many other things like a hobby, conversation, exercise, reading, prayer and travel also reduce stress.

It's with those brothers who cannot handle it that we see the other side of alcohol. Instead of reducing stress for them, drinking leads to an actual increase in unmanageable stress. The man and his family and friends suffer.

If you have a drinking problem, the best thing to do is to admit it. Then get help. It's a common problem and there are excellent people and facilities available now to get you over the problem.

Towards aiding our members who do have a problem with drinking, a new benefit has been added to the health insurance coverage (see the new booklet). A referral system is also being established.

THE EIGHTIES

(Continued from Page 10)

bers of the poor and unemployed from growing.

On the contrary, history has shown that only richer nations have the ability or desire to limit family size. The only way you maintain a rich nation like ours is through the continued, orderly expansion of the industrial system.

No growthers, who tend to garb their language in scientific terms such as "ecosystems," "rare and endangered species," and "carrying capacities," would ultimately have us all living an agrarian, rural lifestyle again.

That would not work today. Without the modern input of chemicals, pesticides, antibiotics and herbicides, we simply couldn't do the job of feeding America. Before we go back to an organic society, somebody must decide which 50 million Americans we are going to let starve. I don't want to have to make that decision—unless they could all be no growthers.

Similar to the no growthers is the environmentalist who always seems to prefer some "viable alternative" to our present course. This kind of environmentalist, for instance, says we should shut down nuclear power and construct solar power units. Solar energy, of course, has the advantage of not being a reality yet. A small scale solar electrical station would be enough to scare the wits out of any true environmentalist (one square mile of collectors for a town of 30,000 people.)

The message from this kind of attitude is clear. Nuclear energy is "hard" and "dirty" and involves the nasty realities of life. Solar energy, on the other hand, is "soft" and "clean." With solar energy, the future will hold 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 nothing left to do but sit back and watch the windmills turn and the sun shine.

In dealing with the negative aspects of environmentalism, trade unionists and construction employers need to become better at cooperating politically, in order to achieve our common objectives. I feel that, as a whole, labor and business did not do very well in this area in the 70's. However, one organization that has worked in the Bay Area is COLAB (Coalition of Labor and Business).

This group got its foothold in one of the most controversial environment-versus-business issues that California experienced in the 70's. That was the pull out of Dow Chemical from a proposed \$500 million petrochemical plant in the Bay Area in 1977, due to environmental delays and red tape.

The resulting furor that broke out among business and labor groups over the loss of potential commerce and jobs was responsible for the formation of this organization, which has become an effective lobbyist and clearinghouse of information on issues of concern for labor and business. We need more organizations like this, which operate on a rational, mature understanding that the needs of working men and women and the employer are not diametrically opposed.

The Construction Outlook

Assuming that in the 1980's we can resolve the energy question and get along reasonably well with the environmentalists, there are a number of social and economic trends predicted by forecasting experts that could have a significant influence on the construction industry. For instance:

- America will enter the 1980's with a population tilted toward working-aged Americans. During the decade, the prime generation of earners and spenders (age 25-50) will rise from 32.5 to 37.6% of the total population. More working Americans means greater demand for goods and services, and ultimately an increase in demand for housing and businesses.

- People will continue to move away from the central cities to the suburbs, leaving just 23% of Americans living inside the cities—down from 27% today. This trend could subside, however, if the price of energy relative to income levels increases to the point that workers can no longer afford to commute long distances to work. In that case, there may be a revival of urban renewal coming from young households.

- Despite the fuel economy of future cars, the price of gasoline—at least \$2 by 1985—will prompt more families to rely on mass transit for longer trips. As for traffic snarls in the nation's big cities, there is little hope for relief. President Carter wants to beef up urban mass transit with part of the windfall profits tax. Even if implemented, it will take most of the decade before these projects become a reality.

- Many experts forecast a spurt in capital investments by business in the 1980's—a trend that could mean billions in construction work for our industry. Capital spending is expected to be encouraged by new tax policies and relaxation of some government regulations in the wake of the tax reform movement.

- The increase in the number of working aged Americans will result in a 21% increase in the number of households. Put another way, about 42 million Americans during the 1980's will reach age 30, the age when many move from apartments to homes of their own.

- Economists predict that the construction industry will average gains of 2 to 3 per cent in the 1980's—about in line with the overall economy. Work will begin on about 1.8 million houses and apartments a year—a strong figure, but not as robust as in the last couple of years. A potential shortage of mortgage credit could push interest rates even higher than the already atmospheric ones we are experiencing today. More office buildings will be likely, but some officials forecast a lag in public works projects.

Politics: We Have Met the Enemy and He Is Us

During the historic AFL-CIO convention last November, Senate Democratic Majority Leader Robert C. Byrd made an astute comment to the labor delegates about politics in the 80's:

"If you can't get 60 votes to invoke cloture, you won't be able to pass legislation. We've got 58 members who sit on the Democratic side of the aisle today, and not all of them will vote to invoke cloture; but it's going to be tougher if the far right of this country has its way in this upcoming election. It takes 60 votes to pass much of the legislation in which you're interested, not 51, but 60 votes. That's a new kind of mathematics, isn't it? That's the new math. 60 votes."

What Byrd was saying, in a nutshell, is that business and labor are spending a lot of time slashing each other's throats. We can't afford that waste of energy in the construction industry. There is enough to do to get vital construction work on line without our contractors haggling and complaining about restrictive work

rules, Davis-Bacon, Labor Law Reform and everything else.

Let me get specific. As far as I am concerned, the present trend by the AGC and non-union spinoff groups like ABC to backslide on every progressive occupational safety and labor relations law that has been passed over the last three decades will result in the very same labor instability that ripped the construction industry apart in the 20's and 30's. There is no way an employer can make competitive bids and earn a profit with unhappy, bitter, angry employees. I am amazed at how many contractors seem to lose their intelligence when it comes to that issue.

Last year the Associated General Contractors of America was in the forefront of an extended battle to repeal the Davis-Bacon Law. They failed, but say they will make it a priority again this year. I ask, what do contractors hope to gain by repealing Davis-Bacon? More money? Hardly.

One of the greatest weaknesses of the construction industry in the United States historically has been its instability. It is a highly cyclical and volatile enterprise. When there has been a lack of a stable, predictable prevailing construction wage, contractors tend to lose their shirts. The prevailing wage concept was passed into law in 1931 to prevent government from being a party in fostering the growth of undercutting contractors who thrive on slipshod work by low paid, poorly skilled employees. If you'll read the history books, you'll see that the majority of this nation's reputable contractors favored the passage of Davis-Bacon, because they realized the beneficial, stabilizing effect this law would have on the entire industry.

What has happened in the meantime? Have you changed your minds? Are you so secure that you don't need a stable work force? Do you really believe that Davis-Bacon is inflationary? The idea that this law is inflationary is absurd. A 1978 M.I.T. study concludes that the higher wages paid to unionized construction employees is a result of higher productivity. Other statistics by the Bureau of National Affairs indicate that negotiated wage gains for the building and construction trades in the past decade have been less than the rate of inflation. There is no convincing argument that the Davis-Bacon Act is inflationary and burdensome to the construction industry. There is only a very convincing four decades of history proving that it is a stabilizing and beneficial influence.

I would suggest that you contractors in this room today educate your staff people in Washington, D.C. and tell them to spend their time on more worthwhile projects. Davis-Bacon will not be repealed. We beat off every attempt to circumvent it this year. We have the support of the Senate and the House—and that support does not all come from Democrats, either.

Business/labor relations are rapidly approaching the flash point. Attempts by "labor relations" experts and union-busting consultants are polarizing the relationship between employer and employee. Seminars put on by these groups are thriving and will drive a wedge into the solidity of this industry. Foremen and project managers are being taught to rely on legal maneuvers and confrontation on the job, rather than compromise and negotiation. Many of these in management came from the ranks of trade unions. They once experienced the value of a strong trade

union representation, but the lure of the profit motive seems to have deteriorated their memories.

It should be obvious by now that trade unions are almost solely responsible for developing and providing a skilled and readily available work force, through our apprenticeship training programs and dispatch halls. In the meantime, open shop firms, who do not reap these benefits are experiencing severe manpower shortages. They are currently scrambling around to devise hasty and ill conceived training programs and "job referral" services of their own.

What you are already beginning to see is an increase in occupational accidents, cost overruns and delays, due to poor workmanship and the proliferation of semi-skilled workers who will glut the market during the next economic downturn.

Many employers seem to have forgotten basic human psychology when it comes to dealing with labor relations. A happy, healthy worker is infinitely more productive and valuable than a low paid, unhealthy worker. As employers persist in undermining and eating away at the employee's right to union representation, unions will turn to legislation and the courts to rescue our members. That will cost you money. It will mark a new era of disorder and confrontation in labor relations.

The signs are already appearing. On April 17 of this year, for instance, a consumer, labor, religious and environmental alliance will launch "Big Business Day—1980" and release a proposal for legislation that will reduce corporate abuse. This group intends to do for big business what Earth Day, Food Day and Sun Day did to their subjects—expose abuses and explore alternatives. In hundreds of communities across the nation, there will be teach-ins and debates, alternatives-to-big-business fairs, the promotion of small business and appropriate technologies, trials of corrupt companies, nominations for the "Corporate Hall of Shame" and so forth. Just as the 1950's scrutinized the labor movement and the 1970's big government, this day will mark the 1980's as the decade to correct the abuses of big business.

This is called confrontation politics. This kind of activity did not spontaneously generate. It is a defensive reaction to the efforts of big business and the right wing to stamp out the labor movement. Let me tell you, you can't do it. As long as there are working men and women, there will be a labor movement. I hope by now I have made it clear that labor and business can and should be good for each other. Labor management relations have enjoyed relative calm and stability since passage of the Wagner Act of the 1930's. Industrial conflict was once marked by guerilla warfare and repeatedly rose to the level of pitched battles as in the great railroad strike of 1887. Homestead, the Pullman strike, auto sit-ins were other conflicts.

Since the passage of labor relations laws, there has not been a single outbreak of mass violence in industrial disputes in four decades. There have been race riots, campus riots, political riots, youth riots, even musical riots, but there have been no labor riots. Labor struggles have been relatively subdued because the law has been an effective recourse. This has been tremendously beneficial to the employer as well as the employee. But as the law descends into ineffectiveness, labor relations may once more regress to the law of the jungle.

The famous Pogo comic strip, where he says "We have met the enemy and he is us" applies to everyone in this room in the 1980's. I hope we don't spend this decade beating ourselves to death while the real enemies of inflation, energy shortages and no growth walk over us.

"I wonder if mankind will suffer a whole hell of a lot if the whooping crane doesn't quite make it."



WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Emergency Regulations Adopted For Tilt Up Crane Construction

Hwy 99 Job In Fresno Completed

The Delhi Highway 99 crossing that has claimed many lives in this Merced county town, has been eliminated, reports District Representative Claude Odom. The \$5.6 million project involved constructing a 1.4 mile section of new freeway and an undercrossing at El Capitan Way, the site of many traffic accidents.

Kasler Corp. did the white paving and George Reed did the dirt and black paving.

Work continues on the Bache Interchange at Shanks Road, which eventually will be the primary access to the community. Traffic has been diverted from the old highway to the new highway in phases starting last November when the southbound lanes were completed.

Northbound traffic exiting at Delhi will continue to use 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 2 to 1 margin for acceptance of the contract, provided an excellent three-year agreement for their assistance during negotiations.

Lee's Paving Co. of Visalia has started work on their road job on Mt. View Avenue between Highway 99 and Smith Avenue, approximately 5 miles. The contract calls for widening grading and paving and several culvert pipes. This should be a good job for several Engineers for three or four months.

Lee has just finished work on Chestnut Avenue between Jensen Avenue and Highway 99 and most of the crew will be going to the Mt. View project.

Granite's Bakersfield Division has started their project in Porterville on Olive Avenue. This job will be a good winter job for several brothers. It consists of storm drains, grading and paving, curb gutters and sidewalks. Due to the heavy flow of traffic in the

(Continued on Page 14)

Earlier this year, crane representative Bill Dorresteyn and I petitioned the Cal/OSHA Standards Board for an emergency adoption to amend section 1715 of the Construction Safety Orders (CSO) in an effort to provide safer standards for tilt up construction.



Recent engineering innovations have resulted in extensive use of precast concrete panels which often exceed 40 feet in height, and which are widely used in commercial construction, such as warehouses, office buildings and factories. The greater height and weight of these panels have created an extreme falling hazard to construction workers while the panels are lifted by cranes and anchored into place.

The new regulations, which take effect immediately upon filing, will require:

- lifting attachments in the precast concrete panel to be designed by a currently registered civil engineer to insure the attachments are of sufficient strength;
- bracing, used to hold the panel in place and to prevent blow-over by wind, to be designed and installed under the direction of a currently registered civil engineer to withstand a windload of 10 pounds per square foot;
- a detailed lifting plan to be prepared by a currently registered civil engineer prior to panel erection and all panels to be erected in accordance with the plan; and
- all lifting methods and procedures to be conducted in a manner to insure that construction employees are not exposed to being struck by the panel or other supporting equipment in the event of failure of the lifting attachments on the panel.

Specifically, the amended sections will read as follows:

1715. Precast Concrete Construction, Including Tilt-up.

(a) The lifting attachments in the precast concrete shall provide sufficient strength and be properly designed by a currently registered civil engineer for the expected loads, including impact. Bent bars of concrete reinforcing steel shall not be used as lifting attachments if the load is to be imposed on any such attachment will exceed 2,000 pounds. Concrete reinforcing steel to be used in this manner shall be of such size and design that the factor of safety will be at least 10. The radii of all bends shall be not less than 6 bar diameters. See Plate C-14 in Appendix for suggestions on tilt-up erection.

(b) When precast walls or vertical panels are erected, the bracing shall be designed and installed in accordance with the direction of a currently registered civil engineer to withstand a wind load of at least 10 pounds per square foot. Braces or shores used for this purpose must shall have positive attachments at each end that do not rely on slotted or similar clips of a type that might become disengaged from a lateral force on the shore. or brace.

(c) Panel Erection.

(1) Prior to the commencement of panel erection, a detailed lifting plan shall be prepared by a currently registered civil engineer. All panel erection shall be performed in accordance with such plan.

(2) Lifting methods and procedures shall be conducted in such a manner as to ensure that in the event of lifting attachment failure, employees shall not be exposed to the

hazard of being struck by the panel or other supporting equipment.

(d) (c) Vacuum Lifting. Concrete panels, slabs, or other structural members shall have lifting surfaces clean, well bonded, and monolithic before vacuum lifting is attempted.

Disposable Butane Lighters

Recently, much concern has been expressed over explosion hazards associated with disposable butane lighters. This concern appears to be justified due to the increasing number of accidents involving these lighters throughout the industry.

The following reprinted article highlights the dangers associated with disposable butane lighters. It details two of the many accidents which have occurred this year.

"In the last 30 days, the Union Pacific Railroad has had two fatal accidents caused by butane lighters. The accidents occurred in welding areas when an employee was welding with a butane lighter in his pocket. A spark from the welder landed on the butane lighter, burned through exposing the fluid in the lighter which exploded. One lighter was in the shirt pocket and killed the individual instantly. The other lighter was in the pants pocket and caused an amputation. The man later died. THERE IS THE SAME AMOUNT OF FORCE IN A BUTANE LIGHTER WHEN IT EXPLODES AS THERE IS IN APPROXIMATELY THREE STICKS OF DYNAMITE."

Welding and burning are routine operations for many Local 3 members working in machine shops. For this reason, there is no place for a disposable butane lighter on the job. Remember, these lighters have the hidden potential to cause very serious injuries.

Pre negotiation Mtgs. Underway for Carlin Mine

Business Rep. Mickey Yarbrow reports that the collective bargaining agreement between Carlin Gold Mining and Operating Engineers Local Union #3 is due to expire March 31, 1980. Pre negotiation meetings are being held and although a fairly high number of Carlin Gold employees have been reported attending these meetings, people from all departments are encouraged to attend at least once a month. George Carrotti will post the time and place of each meeting on all the bulletin boards.

Pre negotiation meetings are also being held for the Basic Inc. employees. The agreement between Basic Incorporated and Operating Engineers Local Union

#3 is soon to expire and it is reported that the meetings have already covered quite a bit of the present contract and have resulted in some good input for the new contract proposals. The meetings are held the first Wednesday of every month at 6:30 p.m. at the Gabbs Recreation Hall. Basic Refractories employees are urged to continue attending these meetings.

Duval Corp. has almost completed the repairs and revamping on the gold mill and lix plant. It is leveling off and starting to produce more efficiently each day. The maintenance department has been working considerable overtime to get the mill and plant in shape and operating.

Monthly meetings of Duval Corp. employees are tentatively planned to start in January 1980. Bulletins will be posted in the plant and pit areas announcing the time and place of the meetings. Everyone is encouraged to attend.

Quite a bit of work is developing in the Hawthorne (Mineral County) area. Maecon Inc. was low bidder on the Sla Fac facility at Hawthorne Army Depot for \$2.5 million.

Several local Reno contractors have bid on Anacondas new gold mine out of Tonopah and there is a good chance another large gold mine could be starting up at Candelaria.

Subdivision work in the Carson

City, Minden area has slowed down except for Helms Const. in Carson City which should go all winter on a recently started 200 plus unit track. Commercial work in the area is holding up well. Walker Boudwin is coming along on the Maximum Security prison and S. J. Amoroso was just awarded another \$2.6 million portion of the expansion. Savage Const. has completed a good work season but reports a present slow period.

The Lake Tahoe area still shows signs of continuing work. Caesars Palace recently purchased the Park Tahoe and they plan on completing the project as soon as possible. Harveys should be starting on its expansion and parking garage when weather allows. Corrao Const. is coming along on the pedestrian crossway between Harveys and Harrahs with T. W. Construction subbing the dirt.

At Northshore Lake Tahoe, Perata Const. has the site development on the new Incline Community Hospital. Several large condo projects totaling 350 units have been approved and are ready to go.

In the Reno area, Byers Construction is still working on the Galena Creek subdivision while Helms Construction continues work on the Huffacre subdivision. McKenzie Const. and Walker Boudwin Const. are continuing work on the Harrahs Club Hotel expansion. Harker & Harker Const. crews can be seen throughout the area continuing work on their already started projects and presently has 25 operators working. Harker & Harker Const. is hoping to pick up another 200 mile section of transmission line from Reno to Valmy which will be bid in January.

Looking at Labor

(Continued from Page 2)

In 1978, the Business Roundtable issued a manifesto entitled *Coming to Grips with Some Major Problems in the Construction Industry* in which it called for the repeal of the Davis-Bacon Act. Let me say to you, if the corporate community can repeal the Davis-Bacon Act no piece of progressive legislation is safe. The Davis-Bacon Act is almost fifty years old and it was a cornerstone of the New Deal legislative program. The opponents of Davis-Bacon call it an "antique" left over from the Depression. If this kind of reasoning is to prevail, corporate America will seek next to repeal the Social Security Act, the Fair Labor Standards Act and the host of other social and economic protections which the New Deal brought us.

As many of you know, a phalanx of corporate groups on the Hill and their allies such as Senators Hatch and Tower have forced votes on the Davis-Bacon Act time and time again during this session of Congress. Because the Davis-Bacon Act of 1931 has been incorporated into some eighty other federal laws, the attack on the act could arise within any of the many congressional committees having jurisdiction

over these laws or any time an appropriations bill to one of the eighty related statutes was considered. What occurred was something like guerrilla warfare. Our resources have really been occupied with defending the Davis-Bacon Act and the related statutes but we have been successful up to this point.

It is clear to us from our experience in the Davis-Bacon fight that for any of us to prevail against the large economic conglomerates that we must be united. The Building Trades must ally itself with the other groups in society who share its basic political interests. We will seek to join the diverse groups which represent Consumers, Women, Blacks, Hispanics, the elderly and small business. These groups have supported us vigorously during our Davis-Bacon Fight on the Hill. It is time that all groups representing the average American citizen unite to send a message to the several hundred corporations attempting to make a mockery of our democratic institutions.

One of the first steps which we can all take is to join together in support of Big Business Day. We in the Building Trades in alliance with other unions, consumer groups, environmentalists, public interest groups, the religious community, minorities, womens' organiza-

tions and neighborhood groups are calling for a day of solidarity, education, and action aimed at exposing the excesses of corporate power we have all felt.

On Big Business Day, April 17, 1980, we hope to see thousands of citizens participating in local and national events which will educate the public about abuses of corporate power and demonstrate to people that more humane, democratic, economic and social policies are possible and necessary.

On Big Business Day, each of the varied participating groups will express their support of each other. We will all help each other to use this day to push our corporate reform programs one giant step forward. But most importantly, we will reach out to educate our membership and the general public about the role of corporate power in our daily lives.

We in the Building Trades are now planning for Big Business Day. I ask each of you to begin to think about how you and your organization can contribute to and gain from such a day. If we all start planning now Big Business Day 1980 can be the first of such annual events in the 80's so that by the time we enter the 90's power in this country will be back where it belongs—with the people.

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, each time the subject came up, it was shouted down by Congress. After all, they stood to lose a few perks themselves. However, there may be a new move in Washington to tax fringes.

Pension and welfare plans were originally created to harbor "income" from the tax collectors. In the case of pension and profit sharing plans, income could be deferred until some later time and then taxes would be paid as the money was received. Hopefully, this would be at a time when the worker was older or even retired, and in a much lower tax bracket. Welfare plans simply diverted untaxed money for group health coverage. Since workers never actually received any money, only reimbursement for their actual medical expenses, welfare plan contributions have never been taxed. Congress even saw fit to protect these plans by passing several laws exempting them from taxes.

For many years everything has gone along unchanged, but not unchallenged. Fringe benefits have experienced phenomenal growth in the past 25 years and they now constitute between 30 and 40% of most employee's compensation. There are companies and corporations that provide their employees with a diverse list of un-

taxable fringes including some unusual items like Legal Counseling, Home and Auto Insurance. And as always, there are employees who have found loopholes in the tax regulations to abuse the use of exempt fringe benefits. These perks have become a very big target for the IRS.

The position of the IRS is that all fringe benefits are a form of employer compensation and therefore legally 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 and has proposed a plan to tax a broad range of employer fringe benefits. Congress has opposed changes in tax regulations but this resistance may be weakening.

The Chairman of the House Ways and Means Committee, Representative Al Ullman (D-Oregon), has introduced legislation that would subject health and welfare plan contributions about \$120 to taxation. In effect, an employee would be required to pay personal income tax on all employer contributions above \$120 made to a group health plan. Disguised as an attempt to limit rising health care costs, the Ullman bill would open the door to taxing one of the worker's largest fringe benefits.

With double digit inflation and 1980 an election year, it seems rea-

sonable to assume that Representative Ullman's bill will die in committee or be amended to death. Congress has other more pressing unpleasanties at hand, like energy, tax reform and Social Security. The important new issue is that changes may be ahead for some of our sheltered fringe benefits.

HERE IS HOW THE ULLMAN BILL WOULD HAVE AFFECTED AN OPERATING ENGINEER IN LOCAL #3:

—Most Employers contribute \$1.60 per hour for each Engineer to the Health and Welfare Plan.

—If an Engineer 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,

—The Engineer would be required to pay additional tax on \$104 of "phantom" income he never received.

Many fringe benefits go untaxed each year because of the current law. The IRS wants to tax most of them. Here are examples of perks under scrutiny that could affect you.

1. PRICE DISCOUNTS for store clerks and others.
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, base-

ball and other games, used by employees.

6. CHRISTMAS GIFTS—worth more than the \$25 exempt by law—from employers.
7. FREE SUBSCRIPTIONS and low-cost gift subscriptions for employees of magazines and other periodicals.
8. EDUCATION in the form of free on-the-job training.
9. LOANS to employees.
10. EMPLOYEE CAFETERIAS offering subsidized prices.
11. LUNCH AND DINNER MONEY provided for employees in all sorts of situations.
12. ANNUAL MEDICAL CHECKUPS, with health-unit services.
13. COMPANY PICNICS, Christmas lunches, parties.
14. FREE TRANSPORTATION to plants in distant locations.



Now Covered for Members

Yearly Physical Examinations a Must

On November 1, 1979 the Northern California, Nevada and Utah Health and Welfare Plans added Annual Physical Examinations for eligible Operating Engineers. This new benefit is for active employees only. An annual health check-up 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 benefit soon.

In order to ensure that all eligible members get an opportunity for a physical examination, Local 3 has

made arrangements with Health Examinetics, Inc. to bring ultra-modern mobile testing units to each District in the upcoming months. All exams and testing will be by appointment only and is 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 Plans will cover up to \$100 for the examination. This new service is not intended to interrupt or preempt the relationship between a

physician and his patients.

Mobile testing units will be Santa Rosa and San Rafael starting the week of January 7th. On January 28th they will be in Vallejo, and starting February 4th in Sacramento. Again, a mailing is being sent out to each eligible member describing the use of this new service and listing the dates and times available.

Local 3 and the Trust Fund Office are extremely interested in any comments members who use the service may have. Feel free to write or call the Fringe Benefit Center or Bill Delaney at the Trust Fund Office.

AFL-CIO Job Corps Helps Youth

(Continued from Page 5)

diversion due to its cost-effectiveness to tax-payers. The program provides youth with opportunities to become productive, law-abiding citizens rather than liabilities. Over 170 job placements were made during its first year of operation.

The Fringe Benefits Service Center remains at your service this year. Although Local 3 has an excellent program, members are urged to give this office a call when questions or problems arise.

This year matching (OJT monies) are available to employers for placement of these youth. P.O.C.P.D. currently operates out of nine Bay Area Counties: San Francisco, Marin, San Mateo, Solano, Santa Clara, Contra Costa, Sonoma, Napa and Alameda.

Bay Area Labor Leaders are encouraged to participate and will soon be contracted by Lavon Gieselman for their ongoing support. Sister Gieselman, age 26, is the newly appointed San Francisco field representative. She formerly staffed the San Francisco Labor Council Committee on Political Education for this fall's municipal elections.

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 for the most part things happened as scheduled. We even had a few bonuses thrown in like the recent improvements in the Health and Welfare Plans and the full supplemental check to our Retirees. From that point of view, 1979 was a "vintage year." But all that is history now. We are into a new year and on the threshold of a new decade. The big question that comes up is—what does the future hold?

Much like 1979, this year will be full of activities for all of us. Most important, the work picture continues to be very 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.

As usual, we will have two Retiree Association meetings in each district this year. These meetings have become extremely popular among our Retirees and their spouses. They have an opportunity to get together with old friends and at the same time, receive updated information about Local 3 and their Trust Funds. Representatives from the Trust Funds will be on hand to provide assistance and answer questions. Advance notices are mailed prior to each district's meeting—Plan to Attend.

Pre-Retirement Counseling is another big item on our 1980 schedule. Retirement is a big step in everyone's life and it must be prepared for. Our program is being expanded to encompass other critical means besides the Pension and Retiree Welfare Plans. Bill Delaney has received hundreds of letters from our Retirees about their experiences in retirement. With this new important input from the experts, we hope to broaden our program and better prepare Operating Engineers for their retirement.

Local 3's Promotive Health Campaign will start to take shape in 1980. Already, our North California, Nevada and Utah Health and Welfare Plans have added three new employee assistance benefits—Annual Physical Examinations, Mental Health Care and Alcohol

Rehabilitation. This year we want to focus in on the purpose and use of these new benefits. *Be sure to see the article above on Health Examinetics and Mobile Health Testing.*

The key to Promotive Health is education. We need to learn more about ourselves as a group. There are several research projects going on to gain information about the general health of Local 3 members. We need to become aware of risks and threats to our health and safety. Then we can design Promotive Health benefits to counter them and meet our needs. Once again, our Local Union is pioneering new means of health and safety for the working man.

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

Through bargaining, Local 3 has captured an impressive array of fringe benefits for members and their families. In the months and years ahead, there will be a continued effort to keep Local 3 the front runner in this area. We will see improvements, innovations and alternatives in our Pension and Health and Welfare Plans. And, more attention will be focused on the needs of the individual. We look forward to this year and the future.

ENGINEERS TECH ENGINEERS TECH ENGINEERS T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

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 1961 the Bay Counties Civil Engineers and Land Surveyors Association Inc., through collective bargaining with the Union that represents its employees, established a formalized training program for Field and Construction personnel. The program was designed to produce career field and construction survey workers for the employer and not to produce a proliferation of Licensed Land Surveyors.

Simple logic was the motivating force. The Registered Engineer or Licensed Land Surveyor is responsible for not only the legality of certain Surveys, but is ethically bound to provide the client with performance of the work to the highest Professional Standards. In many cases however, it is not the Professional who accomplishes the work in the field. In those instances the Professional simply becomes an employer who turns over the practicalities of the performance of the work to employees. The education and training of those employees therefore, becomes vital if Professional and Ethical Standards are to remain high.

Usually courses are available at the community colleges as adjuncts to Engineering and Pre-Engineering studies. The theory of Surveying is well covered, but how to actually accomplish the work accurately and profitably in the field is sorely neglected.

The Bay Counties Association program focuses on the practical work performed by the Chief of Party and Chainman with heavy emphasis placed on the hand-on training in the field as a member of the Survey Party. The school work is considered only as related and supplemental to the field work.

At the onset and as an economy measure, the State Department of Education was involved in writing Curricula Material and study guides. It soon became apparent that the material was not satisfactory for the project. At that same time the local public school systems were utilized for classrooms and teachers. The restrictions of not being able to remove inadequate teachers and the inability to readily transfer trainees from school district to school district as job sites moved, soon terminated that utilization. Currently, the program is fully funded by contributions from employers and because of that strict control of training. Standards can be maintained.

Work and Test books are revised each year by Fred Seiji, the L.S. member of the Licensing Board. Fred is an instructor of the Sacramento class and uses his own experience with the material as well as input from all other instructors for his revisions.

Related Training classes are conducted in 7 to 10 different areas of Northern California as appropriate to the job sites of employers and the residences of trainees.

Two Job Corps programs provide up to 18 weeks of hands-on training to eligible persons before entering the NCSJAC training program.

Currently, four periods of training of 500 work hours each, together with approximately 160 hours of night school classroom time per year are required to reach the Journeyman Chainman level.

An additional 4,000 hours of field work together with an additional 320 hours of classroom time must be accomplished to complete at Journeyman Chief of Party level.

Thirty cents per hour above the regular wage scale has been provided as an extra inducement to the Chief of Party who completes all the above and documents 4,500 hours of Chief of Party work experience for approved employers.

Since the beginning of the project, the amount of work performed, accuracy, versatility, and profitability of persons in the work pool have increased dramatically.

Success has been through the combined efforts of the Employer, the Union and more importantly, the employees who have participated in great numbers. The NCSJAC has provided continuity of program throughout Northern California and has been the vehicle through which all the diverse entities could comfortably participate.

Several members of C.L.S.A. are graduates of the NCSJAC training program and are now employers of Trainees. Many others have passed the L.S.I.T. The vast majority make up the excellent work pool of career Surveyor employees of Individual Firms signatory to Collective Bargaining Agreements with Operating Engineers Local Union No. 3.

As a part of their fiduciary responsibilities to pursue payment of all contributions due the Training Fund, the Trustees set in motion a plan to audit every individual employer. A.C.P.A. with no business connections with parties to the Collective Bargaining Agreement chooses the

order in which individual employers are selected.

The initial Audit is for one winter month and one summer month. This preliminary audit report is reviewed by a special committee of the Trust. When the report shows everything is in order, then the report is simply filed. When there appears to be a question then the auditor is directed to continue the audit. The extended audit can cover a single issue or can be a full audit covering the previous several years.

Whereas the audits are conducted by the NCS Training Fund, all information is accessible to the other Trust Funds, the Union and the Employer. Consequently a great array of violations may appear.

Of the 31 firms audited thus far, about half were found to be deficient in some manner. Those deficiencies ranged from one or two hour bookkeeping errors to \$15,000.00 collected from one firm. To this point the ongoing audit program has produced approximately \$6.00 for every one dollar of cost.

The many fair firms that will ultimately be audited have no problems and in fact encourage the audit process. The few others who trade off professional service for cheap help are always going to protest the involvement of any entity that brings their fast buck 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 appear guilty of rank violations of provisions of the Agreement.

It appears that it still takes two to tango. One party writes the short check and the other cashes it.

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 behind 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 and 1920's the Open Shop Movements were 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 that 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?" No negotiations, no rules, no contracts, no proper wage rates, and no fringe benefits!

The Open Shop drive currently underway will be headed by many major national and local employer associations in an attempt to reduce union activity, and if successful, greatly increase their opportunities to regain their economic control of the worker.

What can you, as an individual, do to personally fight the Open Shop Movement? I would like to call your attention to the November issue of the Operating Engineers



Newspaper article on PAC (Political Action Committees). I think it was best summed up by Business Manager Dale Marr, when he said, "I am convinced that we have already entered an era when rank and file union members will have to unite more than ever politically if we want to preserve what we have so painstakingly gained over the years . . . we have to be willing to make an investment in our future."

It is the responsibility of every union member to take a firm position against the Open Shop Movement; and in so doing our voices will be heard politically, socially and economically.

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. What is known is 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 needless exposure.

All of the information gathered at the Seminar has been put into a report, and will be available for review by the membership at the Tech Engineers Department, Oakland, California.

Testing and Inspection

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

The purpose of this meeting is for the allocation of wages and/or fringe benefits that will become effective March 1, 1980.



Members in attendance at the Oakland Tech Engineers Meeting.

More from Fresno Office

(Continued from Page 12)

downtown area the job will take five or six months to complete.

There has been no word yet from Claude C. Wood Co. of Lodi as to when they will start their overlay job on Highway 65 from Highway 190 in Porterville to Highway 137 in Lindsay. This is one of the largest overlay jobs to be let in Tulare County.

Construction of Pacific Gas & Electric Co.'s \$112 million Kerckhoff No. 2 hydroelectric project will get under way this summer.

The Federal Energy Regulatory Commission cleared the way for the project by issuing licenses for both the new project and the existing Kerckhoff plant.

As an initial step, reconstruction of Smalley Road to carry heavy 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 plant, built in 1920, produces 38,000 kilowatts. As a rule of thumb, the utility figures electricity use at one kilowatt per person.

Mohammad Akbar, FERC's project manager for the two plants, said the licenses are both for 50 years. The existing plant has been operating on annual licenses since 1972.

Akbar said the licenses provide for minimum flows and water temperatures for water discharged from Kerckhoff No. 2 to maintain the spawning of American shad and striped bass. The Millerton Lake and San Joaquin River shad

are the only members of their species known to be self-sustaining in land-locked waters.

The state Fish and Game Department and sportsmen's organizations expressed concern at the effect Kerckhoff No. 2 might have on the shad and striped bass during Public Utilities Commission hearings on the project, which were held in Fresno in late January and early February. Kerckhoff No. 2 will require construction of a four-mile tunnel, an underground powerhouse chamber 85 feet in diameter and 130 feet high, an 850-foot access tunnel, a 250-foot surge chamber and a 600-foot discharge tunnel.

The water will reach Kerckhoff No. 2 from the existing plant through the long tunnel, eliminating the need for a new dam, the company said. The water will be discharged into the headwaters of Millerton Lake.

Swap Shop: Free Want Ads for Engineers

FOR SALE: 12 x 16 MELODY HOME, 3 bd., 2 bath, washer/dryer, stove, ref., small freezer, AC, good cond. \$8,500 Jim Donaghe, P.O. Box 9053, Fresno, Ca. 93705 209/485-1734 Reg. #931017 11-79

FOR SALE: 10 x 14, 1 bd., A/C; 8 x 45, 2 bds., A/C; 2 ea. 10 x 55, 2 bds., A/C, new carpets. Robert C. Siler, 128 'A' St., Concord, Ca. 415/798-7616 Reg. #1262993 11-79

FOR SALE: 1956 WHITE TANK TRUCK, 5 stainless steel tanks - 2500 gal. capacity; 6 cylinder gas engine; liquid pump & hoses; \$6,000 or offer. June Stewart, 36005 Bettencourt St., Newark, Ca. 94560 415/792-1993 Reg. #1785752 11-79

FOR SALE: 1964 CHEV. PICKUP w/elec. hydraulic tail gate \$1,250; new mid states welder tire are 160 wire welder, 2 rolls wire, etc. \$1,000 firm. William Kinby, Box 373, Sutter, Ca. 95982 916/755-0651 Reg. #0976286 11-79

FOR SALE: 1978 PROWLER 5th wheel 30' long, twin beds, full bath & shower, fully self-contained, 1973 Ford pick-up 429 motor excel. cond., asking \$15,000 for both. 415-592-6871 Reg. #555812 11-79

FOR SALE: 2 bdrms, 1 bath, refr.-stove, oil furnace, 106 acres, 2 barns tack & feed, 2 car shed, chick coops, bird aviaries, all fenced & cross fenced, part in birds & fowl stay. C.W. Gardner, 195N 2W, Monroe, Utah 84754 Reg. #0351398 11-79

FOR SALE: VOLTAGE regulator for Caterpillar 977 Calteader, new for 1/2 price; used tires 8.25 x 20, 900 x 20, 1100 x 20. \$5 and up; K5 Drep Ins like new \$25; K7 Drep Ins \$90; dump boxes 13' x 14' w/Garwood Hoists, all in good working cond., 6 cylinder crankshaft for Cummins Motor. L. Mulhair, 97 Southridge Way, Daly City, Ca. 94014 415/333-9006 Reg. #154371 11-79

FOR SALE: INTERNATIONAL 10 wheeler dump truck—450 Diamond Motor w/heavy duty Garwood Hoist, ex. clean dump box etc. \$1,750; Diamond T dump truck—Continental motor w/Garwood Hoist; dump boxes 8-10 yard ex. clean dump boxes etc., 2 walking beams for 1974 Ford dump truck \$200. L. Mulhair, 97 Southridge Way, Daly City, Ca. 94104 415/333-9006 Reg. #154371 11-79

FOR SALE: 1964 V.W. dunebuggy, off the road \$400. Brian Yung, 1215 Harper St., Santa Cruz, Ca. 95062 phone 475-7106 Reg. #1265340 11-79

FOR SALE: 550 HOPTO, 8 buckets, 5 ext., 45 swivel, eng. & pump recently overhauled, some extras. \$41,000. moving to Midwest. Don Brown, 4339 Santa Rita Rd., El Sobrante, Ca. 94803 Ph# 415/223-4674 or 223-4676 Reg. #1025346 11-79

FOR SALE: 10 ACRE Ranchette on Shasta River, 2 bdrm, 2 bath w/all amenities, 3 car garage, irrigated pasture, ponds & barn, fantastic view, secluded yet close to town, additional acres available. Joe Thompson, P.O. Box 544, Montague, Ca. 96064 916/842-3384 Reg. #0491027 11-79

FOR SALE: 1968 BORN PONTIAC, 4 doors, loaded, good cond., \$500 or offer. Mrs. Wayne Whitaker, 531 Fairview Dr., Gilroy, Ca. 95020 408/847-2359 Reg. #0586524 11-79

FOR SALE: STEEL BOAT 35' x 12' x 7' no motor, cabin almost finished, lots of extras, in Los Molinos, Ca. Call Dave Hanny, 916/384-2841 asking \$2,500. Reg. #284751 11-79

FOR SALE: 15 ACRES, small pond, trees & pasture, large 4 bdrm, 2 bath, all new siding, attached shop ideal for small business, 45 miles from Okla. City on US 66, 16 x 110 concrete floor barn \$46,500. Thomas Stevens, 1548 Hudson St., #201, Redwood

City, Ca. 94061 call 415/369-1625 for more info. Reg. #1509085 11-79

FOR SALE: 1977 John Deere 410 loader backhoe 1,600 hrs cab, radio, heater, cab pressurizer, buckets hd. 18" x 2' x 41" \$27,000; 1977 Tumdum axle 825-20 air brakes tilt bed 24', 20,000 lb axle \$4,000; 1972 Pet Cabover 3 axle 1693 cat-10 sp. spier 220' WB 10 new 16 ply radial on new polished alum. 11.24.5 \$17,000; good 10 yd dump box air gate \$1,600; John Fullenwider, 1211 Esther Way, Minden, Neb. 89423 702/782-4358 11-79

FOR SALE: 1977 JOHN DEERE 410 Loader backhoe 1,600 hrs cab, radio, heater, cab pressurizer, buckets, hd 12" x 18" x 24" x 41" \$25,000.; 1777 Tamdum axle 825.20 air brakes tilt bed 24', 20,000 lb arles \$4,000.; 1972 Pet cabover 3 axle 1693 cot-10 sp. spier 220' WB 10 new 16 ply radel on new polished alum, 11.24.5 \$15,000. good 10 yd dump box air gate \$1,600. John Fullenwider 1211 Ester Way, Minden, Nev. 89423 702/782-4358 12-79

FOR SALE: 1 ACRE lot near Dunnellon, Florida, high and dry trees, garden soil \$3,500. including interest \$75 per month. Write A. J. Benish, Box 144 Lewiston, Ca. 96052 Reg.#0884521 12-79

FOR SALE: 220 & C160 CUMMINS engines, to be rebuilt, as is \$500. ea.: 7041 Series transmission, nearly new run only 1 mo. \$500.; large radiator \$100, saddle tanks & step tanks. Rodger Robbins, P.O. 314, Standard, Ca. 95373 209/532-2547 Reg.#1511009 12-79

FOR SALE: 1979 6-PACK CAMPER, 9 1/2' self contained, cab over, fits a 3/4 ton long bed \$4,500. Jerry Briggs, 4076 Garden Highway, Nicolaus, Ca. 95659 916/782-6251 Reg.#1144643 12-79

FOR SALE: 1978 3/4 ton Chevy pickup, 4 wheel drive, fully loaded, Jerry Briggs, 4076 Garden Highway, Nicolaus, Ca. 95659 916/782-6251 Reg.#1144643 12-79

FOR SALE: 1977 150 Dodge pickup, top of the line, like new w/chrome wheels & new tires \$4,000. low mileage, Ronald D. Phillips, 12867 Lake Valley Ln., Somers, Ca. 95370 209/532-5979 Reg.#1157835 12-79

FOR SALE: 17 1/2' TRAVEL TRAILER, self cont. sleeps 6, stove, frig., shower, toilet, air cond., new used once, \$3,700. best offer; 120 acres lovelock-Unionville, Nevada Creek \$300 per acre; Lot for sale California City, Kern County, desert climate, 7 miles from city center \$4,000 or terms; contact Carol, days 622-3808, nights 355-6495 Carol & Pericles Cosseboort, 430 Ebken, Pacifica, Ca. 94044 Reg.#1733035 12-79

FOR SALE: KINGMAN, ARIZ. 4 lots together, large work shop, mobil home built on living room, fenced, gas elec. water \$22,000, will finance. Herschel Larue, P.O. Box 97, Skull Valley, Ariz. 86338 Reg.#0791408 12-79

WANTED: AIRCRAFT PARTS, run out, basket case unfinished Stinson & Franklin engines. Frank J. Huffman, 738 Robin Dr., Santa Clara, Ca. 95050 408/296-6943 Reg.#1087515 12-79

FOR SALE: 2 bdrm. 1 bath, refer, stove, oil furnace, 1.6 acres, 2 barns, tack & feed, 2 car shed, chick coops, bird aviaries, all fenced & cross fenced, part in pasture, pinto mare, goats, assort birds & fowl, Mcnroe Ut. Charles Garden, 195 N2W, Monroe, Ut. 84754 Reg.#0351398 12-79

FOR SALE: 3/4 DRIVE, 12 pt. socket set, 3/8 - 2 3/8, 22 sockets 3 extension 3" 8" 16", 1 elect. tie handle, 1 flex handle, 1 ratchet 18" Proto set #5500A in heavy metal box, most socket never used \$250. 58" long w/ sliding tray \$75.; 1 French Provincial Fruit wood drop side table w/ 2 leaves goes from 2'6" to 8' long 40" wide 3250. or best offer; 1 1967 4 dr. hard top Chev caprice all pover, 396 eng. large trem. radio, heater, dark blue all original, never wrecked mint cond. 62000 mi. \$750. W1 D. Sorensen, 7028 Thornhill

Dr., Oakland, Ca. 94611 339-1040 Reg. #238823 1-80

FOR SALE: KNESKILL self-contained camp trailer very clean \$2,275.; 1951 Chev tractor w/20' dumptrailer \$5,250.; Lincoln, portable welder \$1,250. W.L. Maddox, 17311 Mercy Spgs, Los Banos, Ca. 93635 209/826-0684 Reg. #1043556 1-80

FOR SALE: 79' PONTIAC FIREBIRD, V6, low mileage, AM/FM 8 track, A/C, ext. cond. \$5,900. or best offer, call eve. 245-3838 1-80

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or sidelines.

- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.

- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

- Address all ads to Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, Calif. 94103. Be sure to include your register number. No ad will be published without this information.

Winter Has Hit Eureka, Slowing Down Most Jobs

Winter has hit the North Coast with at least one day of record rainfall so far this season, reports Eureka District Rep. Gene Lake. The rainfall on November 6 was 1.53 inches in a 24 hour period. However, the rainfall of that day comes nowhere near the record rainfall during any 24-hour period, measured Oct. 28-29, 1950 at 5.83

inches. At the present time the rivers are high and muddy and grading and paving projects shut down for the time being.

Despite the steady rains, an election day Humboldt County had a better than expected voter turn out. Contractor Tom McMurray, candidate for Eureka city councilman 5th Ward, won an easy victory over

his challengers. Tom was endorsed and supported by Operating Engineers Local Union No. 3 and the Humboldt-Del Norte Counties Building and Construction Trades Council.

Tom's first priority will be to locate the new Eureka waste water treatment plant and get the cross town interceptor system under construction. The cost of the new system will be well in excess of \$30 million. Hopefully bids for the underground work will be advertised shortly after the first of the year.

One project that the rain has not stopped or even slowed down is the new marina being constructed by R & D Watson, Inc. of San Jose. In fact they have hired additional welders recently. The project has two separate operations—the dredging is about 50% completed and the rip-rap slope protection is coming along very well. Watson is using their 3900 Manitowac to place rock. Brother Lloyd Palmer is the operator and Brother Bernard Conti performs the oilers' duties.

According to Superintendent Frank Robinson, Watson's portion of the marina project should be completed around the first of the year. The next phase of the marina project will be contracts 4, 5 and 6. Contract 4 will be for site preparation, contract 5 will be for the construction of the necessary buildings and contract 6 will be for installation of the docks.

These contracts will be advertised in January, 1980 with bid opening in March with construction to get underway in early summer 1980.

Stimpel-Baker's Mattole Road project has officially kicked-off, but rather cautiously. At the present time the only activity is some development work at the Bull Creek quarry. Another complication developed recently when the county bridge at Honeydew was damaged by an overloaded truck.

Until repairs can be made, the

present load limit on the bridge is 10 tons. It seems that this project has had its share of problems and setbacks since planning. Hopefully it will be clear sailing once Stimpel-Baker gets rolling. This project is scheduled to be at its peak next May. The cost is \$3.2 million.

Construction of the \$5.5 million Salvation Army's senior citizens low rent housing project has not progressed beyond ground breaking. We held a pre-job conference with the contractor, Nelsen-

Nickles Company of Sacramento, approximately a month ago. To date only an office trailer has been moved to the site. There has been some last minute administrative problems with the contract. Also the weather man has not been too cooperative recently.

"We have just held a pre-negotiation meeting with the Brothers employed by Matthews Machinery Company of Eureka and Crescent City," Lake said. "Matthews Machinery Company is the local Caterpillar dealer.



Credit Union

OPERATING ENGINEERS
LOCAL UNION NO. 3
CREDIT UNION 6300 Village Parkway
Dublin, California 94566
415/829-4400



DALE HANAN
General Manager

Nothing but good news. . . .

1. You earned a record 8% per-annum dividend if you had shares (savings) on deposit 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 your 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 on their \$10,000, 26-week T-Bill or Money Market Certificates. Just purchase one of your Credit Union's new Investment Certificates. You'll earn the current T-Bill rate plus 1/4%. Call the Credit Union or use the coupon on the back page to obtain more information.

3. We haven't raised our loan rates. We're still charging only 12% ANNUAL PERCENTAGE RATE. We're sure that's the lowest rate you'll find available, but shop for your credit. Borrow at 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. Members living from Salinas to San Mateo will be served by 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.

EUREKA CRAB FEED



The 19th Annual Eureka Dinner-Dance (Crab Feed) for all Operating Engineers, their wives and guest will be held Saturday, February 16, 1980 at the V.F.W. Hall, 10th and H St., Eureka.

A no-host social hour will begin at 6:00 P.M., first seating for dinner will be 6:30 P.M., second seating will be at 8:00 P.M. Dancing will start at 8:30 P.M.

Any person wishing motel reservations for this affair will be gratefully handled by your Eureka office (707) 443-7328, by telephoning no later than February 2nd.

Tickets are \$10.000 per person and will be on sale at the Eureka office, 2806 Broadway, Eureka, Calif. 95501. Please make your checks payable to Humboldt Del-Norte Operating Membership. Please make reservations early. We would appreciate you ordering your tickets as soon as possible after January 1, 1980. WE ARE LIMITED TO 600 PERSONS.

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., 2806 Broadway
- 9th **Redding:** Engineers Bldg., 100 Lake Blvd.
- 10th **Oroville:** Prospectors 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:** Kapiolani School, 966 Kilauea Ave.
- 25th **Maui:** Cameron Center Auditorium, Conference rms. 1&2, 95 Mahalani St., Wailuku

February

- 12th **Stockton:** Engineers Bldg., 2626 No. Calif. St.
- 19th **Fresno:** Engineers News, 3121 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 Fremont St., San Francisco, CA

Dates: Saturday, January 5, 1980 (1 p.m.), Saturday, July 12, 1980 (1 p.m.)

DUES SCHEDULE FOR PERIOD 10/1/79—9/30/80

Local 3	\$102.	(Per Qtr.)	vance of an increase at the "old" rate (the rate in effect prior to the effective date of such increase). Therefore, the dues rates for the periods as indicated above apply regardless of when payment is made.
Local 3A	\$99.	(Per Qtr.)	
Local 3B	\$99.	(Per Qtr.)	
Local 3C	\$99.	(Per Qtr.)	
Local 3E	\$99.	(Per Qtr.)	
Local 3R	\$99.	(Per Qtr.)	
Local 3D	*Variable by Unit		

Please Note: An amendment to Article VI—Dues of the Local Union By-Laws adopted by the members at the semi-annual meeting held on July 9, 1977 deletes the provision that a member can pay dues in ad-

*Due to the variation in the wage structures of the 3D and Industrial Units, 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.

OR WRITE:

OPERATING ENGINEERS LOCAL UNION NO. 3 CREDIT UNION
P.O. BOX 2082
DUBLIN, CA. 94566

IMPORTANT

Detailed completion of this form will not only assure you of receiving your ENGINERS NEWS each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

NEW ADDRESS _____

CITY & STATE _____ ZIP _____



Clip and mail to Engineers News, 474 Valencia St., San Francisco, CA 94103
Incomplete forms will not be processed

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

1979 was a banner year for the members in the Sacramento area, reports District Representative Clem Hoover. By the month of July more members than in the entire 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 Highway 65 through Roseville; widening and deepening of the Deep Water Channel, 66 million; Consumers Water Project, 360 million; So-Far Project, 400 million.

"All these projects are a few years away, but we have to keep plugging away to hopefully get those projects on line," Hoover said. "We also support the initiative to put the American River Bridge on the June ballot. Any members that 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 kept many of the Brothers busy.

Madonna Const. finished the last stretch of Interstate 5, which now runs from Canada to Mexico. This will be a great help to motorists passing through Sacramento, as they will not have to mingle with as much local traffic.

A. Teichert has been running on schedule on their Interstate 505 project, which runs north from Winters. This project is the only major freeway project in the entire district.

Huber, Hunt & Nichols, on the treatment plant, have been grinding down, as they are getting close to completing the new plant. Once

Power Plant Gets Key OK

(Continued from Page 1)

the project more expensive, but will prove a "bargain" in the long run when all the cost factors are taken into consideration.

A crucial factor in construction of the new plant will be that it will require tremendous quantities of coal. Utah, rich in this resource, will experience an increase in coal mining as a result of this project, since the project's owners had to agree to use Utah coal for operation of the plant. They had previously indicated their intention surface mined coal from Wyoming, which could reportedly be obtained at half the price of Utah coal, but this action has not met with approval from state and federal agencies.

The project is significant, not only for its size, but for the way it demonstrates how cooperation, compromise and negotiation can still result in a viable project in this regulated society.

In dealing with this subject, Andrus said: "If we have not yet created a model, we have provided an impressive example. People all over the country have watched this process and the observers have learned almost as much as the participants."

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 Sacramento Medical Center was bid. The low bidder was Continental Heller. A \$20 million Justice Dept. Building was bid. The low bidder is not known at this time. A \$14 million twin-office building, near Cal-Expo, will go to bid shortly as well as a new Holiday Inn off Interstate 80 at Madison Avenue. A new Super Six Motel is under construction in that area at the present time.

The Local 3 office in Sacramento has been involved in several negotiations recently. A good agreement for the employees of Action Equipment and Cen-Vi-Ro Pipe Products has been negotiated. "We ran into some problems with

E. E. Luhdorff Company in Woodland," Hoover said. "The Company is holding fast on some issues that we can't accept. One of those is overtime after eight hours and/or Saturdays. They have a couple of other issues that are not acceptable to the Union."

Ameron Pipe Products could also be a problem. It is really too early to tell as negotiations have just begun. This Contract is negotiated in conjunction with the Laborers and the Teamsters.

H. M. Byars was the low bidder on the pipeline starting at the Sugar Pine Dam site and will end about one mile from Foresthill at the water treatment plant. This job will be a real challenge since it will be coming down Shirttail 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.

1980 Grievance Committee Elections

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district 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., 2806 Broadway, Eureka
7 Redding	Jan. 9th	Engineers Bldg., 100 Lake Blvd., Redding
6 Oroville	Jan. 10th	Prospectors Village, Oroville Dam Blvd., Oroville
1 San Francisco	Jan. 17th	Engineers Bldg., 474 Valencia St., San Francisco
17 Honolulu	Jan. 23rd 7:00 p.m.	United Public Workers Union Meeting Hall 1426 No. School St., Honolulu
17 Hilo	Jan. 24th 7:30 p.m.	Kapiolani School, 966 Kilauea 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. 26th	Woodlake Quality Inn, Hwy 160 & Canterbury Rd., Sacramento
12 Salt Lake	Mar. 5th	Engineers Bldg., 1958 W.N. Temple, Salt Lake City
11 Reno	Mar. 6th 7:30 p.m.	Musicians Hall, 124 West Taylor, Reno
10 Santa Rosa	Mar. 13th	Veterans Bldg., 1351 Maple St., Santa Rosa
9 San Jose	Mar. 20th	Labor Temple, 2102 Almaden Rd., San Jose

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

Section 1

District and Sub-district Grievance Committee.
(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members— one (1) District Executive Board Member, or 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 and a registered voter in the District or Sub-district in which he is a candidate when nominated;
(b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination;
(c) if he is an officer of, or is on the full-time payroll of the Local Union, and
(d) if he is an owner-operator or a contractor.

No Member shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.