

Marr Spearheads Force Account Fight

By JOHN McMAHON

Major, breakthrough legislation designed to put unemployed building tradesmen back to work, as well as take cities and counties out of some \$3 billion in taxpayer funded construction business is being drafted in Sacramento.

Designed to eliminate work performed on force account, the legislation is being written primarily through the efforts of a group of building trades union leaders.

Force account refers to work performed by a county or city department's own personnel, rather than putting the work out to competitive bid. Such work is carried out on an in-house, internal account basis by the agency in charge of the project.

Accounting procedures, method of construction and even the dollar limit allowed under existing law may differ from agency to agency. In short, there is currently no generalized method for the performance of work by force account.

This is precisely the problem the new legislation is designed to resolve.

Deciding it was time to reform the manner in which public agencies do work by force account, labor unions and management groups formed a special "Construction Industry Force Account Council" at a Jan. 31 meeting in Sacramento.

At its first board of directors meeting on March 14, Local Union 3 Business Manager Dale Marr was elected president of the organization.

In explaining the reasoning behind

the group's formation, Marr said "when a private contractor bids on a job, he must include all of his overhead costs, health and welfare and pension contributions for employees, holiday and vacation pay plans, costs for equipment and so forth. He must meet tight specifications and finish the work quickly and efficiently in order to make a profit.

"On the other hand," he said, "some public agencies hide their actual costs to get around the force account limit. They buy equipment with other agencies or cities to hide the overhead costs. They don't include the entire costs for labor, the pension payments, the health and welfare premiums."

Marr also charged these public agencies with forcing the taxpayer "to pay through the nose for extravagant use of public employees in jobs that rightfully belong in the private sector. What we are trying to gain is a good clear definition of force account and what constitutes emergency and/or service maintenance."

The need for a "good, clear definition of force account" is definitely necessary. There are currently laws on the books which limit what may be spent without calling for competitive bids. However, depending on the agency in charge, or the city or county in

which that agency is located, the limits vary. State colleges, for example, may spend up to \$20,000 for labor on a single project, whereas levee districts are limited to \$500. For most public agencies, the ceiling for work performed is \$5,000.

In addition to differing dollar amount limits, there are also wide differences as to how to account for the money spent. Unique and highly technical, yet conflicting accounting procedures have evolved.

In some cases, a portion of the capital outlay expenditures are provided and accounted for on the antiquated cash basis of accounting, while two different methods of modern accrual accounting are also used for other capital outlay costs with no indication provided that three different methods are used to account for these costs.

The result is confusion: some costs provided in the current year budget are incurred before the fiscal year begins, while other costs are not incurred until years later, yet all are reflected in the budget as costs of the same budget year.

For example, for Fiscal Year 1975-76, for the California Department of Transportation, only 67 per cent of actual budget expenditures were charged to that year. One per cent was charged to the following year, 1976-77. A full 32 per cent of the money spent in Fiscal Year 1975-76 was charged to prior years, as far back as 1963-64.

Some agencies also try using a number of stratagems to exceed their force account limits. Some will split the work into separate projects. The entire job, done by private contractor may cost \$30,000. But agencies may split the

job up into ten projects, costing \$3,000 each in order to utilize their own work force. Others may understate the cost of a job or neglect to include overhead expenses. A county road department, in determining the cost of a repaving job in an out of the way location, for example, will not include the pro-rated cost of the equipment used in the job. They may not include the entire cost of labor, neglecting to include health and welfare or pension contributions for those employees doing the work.

Public agencies advance several reasons for the use of force account. They say that people hired for seasonal work must be kept busy during the off season. Maintenance and small construction projects help fill this gap.

Workers needed for emergency (Continued on Page 2, Col. 1)



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Says Secretary Of Labor

State Not To Establish Apprentices Programs

The role of government in the area of apprenticeship is to "establish standards" and "promote the concept" of apprenticeship, but not to "decide who gets in and who doesn't," says Secretary of Labor Ray Marshall.

Speaking before a group of reporters at a recent press conference in San Francisco, Marshall responded to a question from the *Engineers News* by saying that the government should not be in the business of establishing its own apprenticeship programs.

The government's role should be limited to carrying out research and gathering information "to see that apprenticeship programs work better," he said.

Marshall has repeatedly emphasized that there is a limit to the number of apprentices that can be absorbed into the construction trades and other traditional programs. He suggested that the present need "is to expand apprenticeship into new areas and

not concentrate on those that are relatively saturated now."

"It's pretty clear to me that what Mr. Marshall has been saying about apprenticeship programs goes right along with what we've been saying all along to the state Department of Industrial Relations," said Business Manager Dale Marr. "We've repeatedly told its director Don Vial that the state's attempt to establish its own apprenticeship program in the building trades skills aggravates our already high unemployment in the construction industry."

Marr agreed with Marshall's statement that "organized labor strongly supports apprenticeship programs . . . more than any other kind of training."

Marshall pointed out at the press conference that one of the biggest problems in traditional apprenticeship programs is keeping a steady flow of apprentices in spite of fluctuating employment opportunities. When unemployment goes up, the number of apprentices goes down, he said. This results in a shortage of skilled manpower later on when the employment situation improves.

Wages Don't Cause Inflation

When asked if he supported wage and price controls, Marshall said they "work against the grain of the system. He said that as far as he was concerned there is "no indication that wage increases are inflationary."

"We don't intend to go to wage and price controls in the foreseeable future, and I see no indication that they work," he said.

Carter's CCC Program

Marshall also announced that President Carter is initiating a \$1.5 billion public works program

designed to put young people and unemployed persons back to work.

The program, which is patterned after the old Civilian Conservation Corps of the Roosevelt era has three parts, Marshall said.

- A youth program which will employ young people to work on conservation projects in national parks and forests.

- Urban conservation — to include the weatherization of homes of the elderly and the poor, which have the added benefit of conserving energy.

- Youth/training/employment—to increase the opportunities for apprenticeship and on the job training.

In responding to a question from *Engineers News*, Marshall said the administration had sought the advice and council of AFL-CIO President George Meany and other labor leaders to assure that the interests of labor were considered in the planning of these programs.



Secretary of Labor Ray Marshall

Inside

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Situs Picketing: Its defeat portends a troubled horizon for labor (page 2)

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A little 'real history' behind Rose Bird and Donald Vial (page 16)

Notice Of Error

The district meeting times for April and May were erroneously printed in the February and March issues of the *Engineers News*. The correct times are as follows:

APRIL

5 Eureka, Tues., 8 p.m.
6 Redding, Wed., 8 p.m.
7 Marysville, Thurs., 8 p.m.
13 Honolulu, Wed., 7 p.m.
14 Hilo, Thurs., 7:30 p.m.
27 San Francisco, 8 p.m.

MAY

5 Oakland, Thurs., 8 p.m.
10 Stockton, Tues., 8 p.m.
17 Fresno, Tues., 8 p.m.
24 Sacramento, Tues., 8 p.m.

For the April 7 Marysville district meeting only, the location has been changed to the following: Piper's Opera House, 220 Carriage Square and Palora Ave., Yuba City.



By DALE MARR, Business Manager

Looking At Labor

Defeat Of Situs Picketing Stirs Cry Of 'Organize Or Die'

ENGINEERS NEWS

WFLA



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By DALE MARR,
Business Manager

The easy defeat of H.R. 4250 (Common Situs Picketing) in the House of Representatives is simply symptomatic of the disease that has been slowly destroying the House of Labor across this great nation for years. It could be diagnosed as a combination of "imageitis" and "visionitis," or more simply, failure to translate the successes and good pay checks of the full employment of the war years back to the primary labor mandate in the first place: *Organize! Organize! Organize!*

It is true that in a growingly sophisticated and complex system the above can be taken as oversimplification.

It is also true that extended jurisdictional strife in the building trades, coupled with intractable management leadership attitudes and the rise of environmentalist activists, expanded government social programs, inflation and the so-called taxpayer rebellion have made Labor the popular whipping boy for the politician, the media, the judiciary and the public at large.

It is equally true that the middle and upper class working tradesman has not proven loyal to the very movement that lifted him from oppression and depression to the status of being able to count himself as an important taxpayer and consumer. That he can now afford to vote independently, rather than collectively, and not bother to demand performance from the candidate he elects.

Jess Unruh, then Speaker of the California Assembly, and counted one of the most astute and powerful politicians in the nation, was quoted as saying, "Labor couldn't elect a dog-catcher!" Unruh was wrong, because Reagan defeated him easily when Labor leaders sat on their hands during his bid for the governorship.

What Unruh should have said was that you needed the support of Labor's leaders because they controlled the money and the Labor

press, but that without a real understanding of middle class issues, you had no guarantee of Labor's vote.

Our newly appointed Secretary of Labor, Donald Vial, has been quoted as saying that the building trades unions had lost their clout and were on their way out and could be written off insofar as the Labor Movement and the voter was concerned. He may well have been right.

He is only one of a large number of campus intellectuals who have worked diligently over the years to bite the hand of the working rank-and-file that fed them. We would seriously doubt that he would change his philosophy this late in the game. Yet, it was that very Labor leadership that Vial considers so ineffectual and weak that supported both him and Governor Brown for the positions they hold today.

One of Brown's closest personal advisors recently told a group at a closed commission hearing that he had conducted a survey for the governor that proved conclusively that there was no such thing as a "Labor vote." He added, "They (Labor) have money and legislative clout, but they can't deliver the vote of their members."

After the defeat of Common Situs this advisor could very well reduce his statement to "they have money."

Even "money" won't be a problem as membership decreases with the onslaught of new social and anti-union legislation; as open-shop and right-to-work gains are expanded.

As dues go up and the number of available union jobs go down, more members will fall away.

Retirement and a declining average age in most unions will also remove the dedication of the "blood, sweat and tears activists" of Labor's origins. So, the loyalty factors will also decline. All of which brings us back to Square One.

We must "Organize! Organize! Organize!"

Organize and inspire the young activists that the cause of Labor is not bounded by race, color, creed or party, but is the purest cause of all this nation and the world's working people. Convince them that Labor not only has a past, but a future. Give them the tools to communicate Labor's cause in the class room and on the job site. Give them a sense of true mission that transcends chauvinism and parochialism. Create a whole new corps of young Labor shock troops armed with the technology of the seventies, not the thirties.

Organize legislative and research units dedicated to issues rather than parties. To demographics rather than opportunism. To legislative conviction rather than confrontation politics. To planning rather than rear-guard action. To winning rather than easy acceptance of defeat. To constructive criticism rather than disgruntled contempt.

Organize, first, an agenda for unorganized labor leadership. An agenda that faces the realities of today and the promises and needs of the future. A labor leadership that is consumer-conscious and seeks to regenerate a pride in craft and productivity. A labor leadership that develops a public image of service and dedication to working people and then guards that image with the zeal of a prophet. An agenda that can delineate the prospects and future for all skills and crafts and diligently guard both from the intrusion of ideologies and political parasites. A Labor leadership that demands performance, not promises, from the politicians it supports, and backs that demand with the same dedication to defeat a faltering politician as it did to elect him.

If we can accomplish only a small part of the above, then maybe the ignoble defeat of Common Situs will be a blessing in disguise. If we do not, then the old battle cry of "Organize or die!" will be lost in the hollow ring of what might have been.

More On Force Account

(Continued from Page 1)

repairs can be used constructively at other items. Similarly, equipment purchased for emergency or maintenance jobs need not lie idle. Putting small jobs out to bid may be too expensive in relation to the amount of work to be done.

Advocates for lower force account limits disagree. Competitive bidding will result in smaller public payrolls. This not only lowers current payroll expenses, but also lowers longterm pension costs which must be paid long after the employee is retired.

Public agencies are also spending small fortunes annually to purchase heavy equipment for their force account work.

One county in southern California, studied in depth by *Engineers News*, owns over \$14,353,000 in construction equipment. For Fiscal Year 1975-76, they spent over \$312,100 adding to their construction fleet. Purchased that year were:

- One Vibrator roller, cost — \$15,500
- One Grandall 600 Hydraulic Excavator, cost—\$65,040;
- One flatbed truck, 1800 GVW, cost—\$17,274;
- One dump truck, 25,000 GVW, cost—\$10,350;
- One one-ton flatbed truck, cost—\$8,280;

- One one-ton cab and chassis, cost—\$7,750;
- One 25,500 GVW diesel flatbed truck, cost—\$15,000;
- One five-yard diesel dump truck, cost—\$110,000;
- One 10,000 GVW flatbed truck, cost—\$7,500;
- One 25,000 GVW flatbed truck, cost—\$11,000;
- One tractor and loader, cost—\$32,000.

This same southern California county, has in its employment dozens of workers rightfully belonging to building trade union jurisdiction. A breakdown of permanent positions, in the county road department only, with their respective salaries follows. These are positions that could be taken off the public payroll if force account work were eliminated.

For the County Road Department, Road Services Division, the breakdown is as follows:

Job Title	No. of Positions	Salary
Administrative Officer	1	\$ 19,372
Deputy Public Works Director	1	30,059
Division Engineer	2	53,008
Engineer III	5	96,614
Engineer		
Technician I	1	12,601
Engineer		
Technician II	8	94,842
Engineer		

Technician IV	7	109,680
Engineer		
Technician V	1	17,882
Equipment Operator I	5	57,141
Equipment Operator II	8	100,811
Equipment Operator III	3	39,652
Maintenance and Construction Supervisor	2	32,977
Public Works Maintenance Man II	41	420,291
Public Works Maintenance Man III	4	45,162
Registered Engineer	5	106,527
Road Area Leadman	1	14,237
Road Area Supervisor	5	78,434
Truck Driver I	6	61,506
Welder		
Maintenance Man	1	13,081

This is only a partial listing. All together, the salary for the county road department, for those 192 people involved only with public work construction totaled \$2,724,453. These are all positions which should be held by building trades union members, but are not.

Commenting on the amount of work being done on force account, Business Manager Marr said that "we always knew they were doing

(Continued on Page 16, Col. 3)

EDITOR'S NOTE: The following telegram was sent to Congressman Don Clausen (Eureka) prior to the House vote on Situs Picketing. Out of all California Congressmen, Clausen and Pete McClosky, Jr. of San Mateo were the only Republicans who voted for the bill.

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MAR 23 1977

DALE MARR, OPERATING ENGINEERS
474 VALENCIA ST.
SAN FRANCISCO CA 94103

THIS MAILGRAM IS A CONFIRMATION COPY OF THE FOLLOWING MESSAGE:

4154311508 MGH TORN SAN FRANCISCO CA 395 03-22 0914P EST

HONORABLE DON M. CLAUSEN
CAPITOL ONE DC 20515
URGENTLY NEED YOUR UNDERSTANDING AND SUPPORT ON HR 4250 COMMON SITUS PICKETING. WISH TO ASSURE YOU THAT EMOTIONAL BOGIEPENSIONS BEING RAISED REGARDING AN ASSAULT ON PRIVATE ENTERPRISE BY BIG LABOR IS PURE MYTH. IN 37 YEARS IN THIS INDUSTRY I HAVE LOST ABOUT A DAY AND A HALF AS A RESULT OF ECONOMIC ACTION BY ANY OF THE BASIC CRAFTS. HOWEVER ANY STABILIZATION OF THE CONSTRUCTION INDUSTRY WILL ONLY COME WHEN SUBTRADES ARE CONSIDERED PART AND PARCEL OF ALL PREJOB CONFERENCES AND ARE SIGNATORY TO PROJECT AGREEMENTS WHICH WILL ELIMINATE UNILATERAL ACTIONS SUCH AS WILD CAT STRIKES, ARBITRARY AND UNDISCIPLINED WORK PRACTICES AND UNSAFE WORK CONDITIONS. QUICKIE CONSTRUCTION PERFORMED BY OUTLAW TRADESMAN AND UNSKILLED AND UNSAFE WORKERS UNDER SPEED UP CONDITIONS BY RUN-AWAY CONTRACTORS SIMPLY DEMORALIZES TRUETHY QUALITY PRODUCTIVITY AND LEADS TO FRAUDULENT PRACTICES AND HIGHER COSTS WITH LOWER QUALITY AND SHORTER LIFE CONSTRUCTION FOR THE CONSUMER AT EVERY LEVEL. HR 4250 WILL HELP TO CORRECT MOST OF THESE EVILS. THE BASIC (MAJOR) CRAFTS ARE DEEPLY COMMITTED TO IMPROVED QUALITY OF DELIVERY; NO STRIKE AGREEMENTS FOR THE LIFE OF THE PROJECT AND SAFE AND REASONABLE WORK AND HANNING CONDITIONS. SITUS WILL GIVE US THE TOOL TO WORK WITH. WITH HR 4250 WE ARE SEEKING SIMPLE JUSTICE FOR OUR INDUSTRY AND FOR THE CONSTRUCTION WORK PERSON AND THE CONSUMER. WE CONSIDER IT REPRESENTABLE THAT OPPONENTS ARE LUMPING SECTION 14 (B) OF THE TAFT-HARTLEY ACT WITH COMMON SITUS AND RIGHT TO WORK IN AN UNJUST EFFORT TO MUDDY THE EMOTIONAL WATERS. UNLESS SOME COMMON GROUND IS PLOTTED BY CONSTRUCTION UNIONS AND THEIR EMPLOYEES WE FACE THE DIRE POSSIBILITY THAT LIKE ENERGY AND TRANSPORTATION, THOSE WHO ARE TRULY DEDICATED TO THE DEHISE OF OUR FREE ENTERPRISE SYSTEM WILL SUCCESSFULLY BRING ABOUT SOCIALIZATION OF ALL THREE SEGMENTS OF OUR SOCIETY AND WITHIN A VERY SHORT PERIOD OF TIME. ORGANIZED LABOR AND BOTH MAJOR PARTIES SHOULD HAVE A COMMON MEETING GROUND IN HOLDING A SUCCESSFUL FREE-ENTERPRISE SYSTEM. HOWEVER, HAND LIVERS ON THE RIGHT AND ON THE LEFT SEE THEIR BEST INTEREST SERVED BY PREVENTING A MEETING AND UNDERSTANDING ON THE PART OF REASONABLE MEN; I URGE YOU AS AN AMERICAN AND A REPUBLICAN TO BREAK WITH PARTY MENDACITY AND BEGIN A NEW ERA FOR YOUR PARTY. SUPPORT JUSTICE FOR ALL CONSTRUCTION WORKING PERSONS. SUPPORT LABOR MANAGEMENT CONSTRUCTION PEACE.

DALE MARR, BUSINESS MANAGER
OPERATING ENGINEERS LOCAL UNION #3
INTERNATIONAL VICE PRESIDENT INTERNATIONAL UNION OF OPERATING ENGINEERS, AFL-CIO



By HAROLD HUSTON, President

A Personal Note From The President's Pen

The Retirees' Association special-called meetings, in each area, have just been concluded and I want to express my personal thanks to all members and your lovely ladies who attended one of these meetings. We know your volunteer Retirees' Association Chapter chairpersons and their committee members work very hard to help make this the great success it is. Our goal is to give 100 per cent service to all Retirees and their families, and we know by all the kind remarks made by you at these meetings that you are happy with the job your Officers are doing. We are very proud of all of you and are most happy to help you when a problem does arise.

Business Manager and International Vice President, Brother Marr and myself attended the Northern Nevada Operating Engineers Joint Apprentice Committee Third Annual Completion Ceremony and Awards Dinner at Reno, Nevada on February 25th. My personal congratulations to each apprentice who graduated and is now a journeyman. One interesting note was that two of the apprentices were selected as the outstanding apprentices. The Selection Committee felt their records were equal. I am glad I didn't have to make that decision because in my opinion, all of them are outstanding, and believe me, they are real proud to be members of the greatest union in the world!

On February 16th, California questionnaire cards were mailed to all the brothers in California working in the Construction, Dredging, Technical Engineers, Scrap and Crane Owners Industries. We hope each member made it his personal responsibility to mark the card as to his preference for the forthcoming negotiations and mail it back in. I have stated many times that no one knows the problems better than the members working under the agreements. Your Officers want to follow your instructions to the letter.

During the past year at the District Meeting and Retirees Association meetings, I have tried to keep the

members informed of one of our most serious problems facing us today which is, "Rising Health Care Costs."

Americans are beginning to take a certain amount of inflation for granted. That sense of inevitability cannot be extended, however, to the rate at which costs of medical care have been rising. When the Council on Wage and Price Stability last year identifies this as a "national economic problem" it is understating the case.

The traditional defenses against rising prices are not working in the health care field. If an item of merchandise prices itself out of the market, the consumer can look for a substitute or do without. It is quite another matter to tell a sick person he cannot afford to see a doctor, or to have an operation that could save his life.

We are very proud that we have negotiated for the active and retired members and families, who are eligible, two of the best Health and Welfare Plans in the world. This is why most Employers call them the "Cadillac Plans."

We also know each year the increased costs to maintain these plans are skyrocketing so fast it scares us!

In 1975 health costs represented 8.4 per cent of our entire Gross National Product. This was further increased to 8.6 per cent in 1976. In addition, they rise faster than all other items on the Consumer Price Index. Please let me give you some facts about health costs in the United States:

- 1—The total national health bill that was \$12 billion 25 years ago was \$118.5 billion in 1975.
- 2—The average total health cost per person in 1975 was \$547.
- 3—In 1976 health care expenditures were \$139.3 billion which meant an outlay of \$638 for every man, woman and child in the country, or about \$2,550 for an average family of four.
- 4—The average cost per person for hospital and doctors' care alone in 1975 was approximately \$340. Since most Americans are not hospitalized in a

given year (one out of seven is) and most do not run to physicians very often, the average cost for those who do need health services are much higher than \$340.

- 5—Government figures show the cost of an average day's stay in a hospital was \$131.20 in 1975. But these figures include outpatient services. For inpatients alone, a conservative estimate of daily hospital cost is \$175, at least in the big cities.
- 6—The average hospital stay is seven days. Multiplied by \$175, that comes to \$1,225. Tack on surgeons' fees that average \$400 and anesthesiologist and other fees that average \$100, and an average stay in the hospital came to \$1,725 in 1975.
- 7—In 1975, the average American worked one full month to pay for health care. At the present rate of increase, it is estimated that by 1979, it will be two months.
- 8—Health, Education and Welfare Department reported health care spending over the past two years has increased by \$33 billion or 31 per cent.
- 9—HEW attributed the sharp growth in health expenditures over the past two years to "unprecedented medical-price increases," noting that such prices rose an average of 12.5 per cent in fiscal 1975 and 10.2 per cent in fiscal 1976. Prior to 1975, the highest annual increase was 6.9 per cent in 1971, about half the 1975 rate.
- 10—Hospital charges led all other categories in price increases, rising 13.4 per cent in both 1975 and 1976, HEW said. Physicians' fees rose 12.8 per cent in 1975 and 11.4 per cent in 1976. Prior to these last two years, the highest increase for physicians' fees was 7.5 per cent, HEW noted.

Let me ask you just one question; "Has higher health costs contributed to better health care?" You be the judge!

Raising Of Tank's Giant Roof A Technological Trick

By CLEM A. HOOVER, District Representative, TOM ECK, Assistant District Representative, and AL SWAN, BILL MARSHALL, and GEORGE MORGAN, Business Representatives

Wunschel & Small was awarded the \$4.6 million water transmission line near Placerville. A pre-job conference was held with Sam Small of Wunschel & Small who stated that they would start the clearing February 1, 1977, and the excavation around May 1, 1977. This project will employ 12 to 15 operating engineers and will not be completed until around October 1978. This project consists of a water transmission line as well as two small reservoirs. This is one of the largest jobs that Sam and his crew have undertaken, so we wish them all the luck as this is a tough job.

The importance of the Port of Sacramento to local industry was demonstrated when Palm Iron Works supplied fabricated steel components for the new Larkspur San Francisco ferry system.

Palm Iron's contract totaling almost \$750,000 involved fabrication, shipment and installation of two passenger loading ramps, four telescoping gangways and four fenders for the ferry terminal at Larkspur, Marin County.

The two ramps, each 70 feet long, 30 feet wide and weighing 45 tons, were assembled in sec-

tions in Palm Iron's Sacramento plant and shipped to the Port of Sacramento where the sections were connected and hoisted aboard barges.

Palm Iron was a subcontractor for Williams & Burrows, Inc., of Belmont, California. The job required more than 15,000 man hours of work by Palm Iron and its subcontractors. The engineers were Ken and Larry Stefanick.

Construction has started on the Pioneer Tower, a \$5 million apartment building for the elderly at 5th & P Streets. The 12-story structure, which will have 198 units, is being erected with factory built modules and pre-cast units consisting of completed bath, kitchen, heating, vents, electrical and plumbing systems for each unit. The building is being con-

structed by Campbell Const. Co.

Construction of the widening of Elk Grove Boulevard and Elk Grove-Florin road is expected to begin soon. A. Teichert is the contractor for the \$817,746 project.

On the Capitol Building, Continental Heller Corp. is making good progress under the watchful eye of Bob Middagh; Larry Heseman is running the "Big" bobcat loader.

The Chicago Bridge crew in West Sacramento is getting close to the end of its job on the C. Norman Peterson project. Clem Hoover and Al Swan were at the site when the roof was raised on the last fertilizer storage tank—which is quite a sight to see. Four 18 inch fans were used to raise the roof by air pressure up to its position 75 feet above ground.

Pictured at the bottom right is the roof as it begins to rise from the bottom of the tank. At top right, the roof has nearly reached its final position. This has been a good job for the brothers on the job. Pictured at bottom left to right are Ron "Whitey" Post, oiler, Wilfred Hooley, operator on a 35-ton P&H crane, and Clem Hoover, district representative.





By BOB MAYFIELD
Vice-President

Rigging Lines

I'm quite happy to report that we (Operating Engineers Local No. 3 and the Laborers' International Union) were the apparent winner in the big election for bargaining rights for the employees at the Anaconda Mine & Shafts located near Toelle, Utah. The original election involved the Steelworkers Union, the Teamsters, ourselves and no union (company).

We were the high vote getter of all involved but did not have quite enough votes to win this election outright, and hence a runoff election ensued against the Company who came in second. The others on the ballot were eliminated. The results of the runoff showed us a winner outright but not by nearly the margin we had hoped for. The National Labor Relations Board has to certify these elections but the parties involved have several days to file any protests on what they think to be a violation or irregularity of the election under the rules established by the National Labor Relations Board.

Shortly after the actual election the company filed what we think are phony and trumped up charges which have temporarily stopped the certification of this important unit. It becomes very discouraging to any union which puts the time and money and man hours like we just did and win an election twice in a row on the same unit and still not be certified a bargaining unit winner. The National Labor Relations Board today is dominated by appointments from the past two presidents (Nixon and Ford) and hence in my opinion are very much company and management oriented and therefore against unions of any kind. These people in reality are supposed to be like a judge in a court of law and fair and neutral—not for either unions or management. Their job is to uphold the law, and this is not happening in this unbiased manner today at all.

A hearing regarding the Smoky Mountain Gold Mine in Eastern Nevada on which we recently filed for a National Labor Relations Board election is tentatively scheduled for a pre-election hearing on April 6, 1977. Before the next issue comes out, with lots of luck, we could already be to an election to represent the appropriate unit at this mine and, of course, hopefully a winner. Organizing is the life blood of any union and not only are you helping the people involved from any named employer, but you are making more opportunities for existing members to stay employed and to work where conditions and benefits and wages under a union contract which is almost always superior to those that are nonunion. By the time this article reaches your home, it is likely we will have filed for a board election for a manufacturing plant located in the Central Sacramento Valley with present employment in the area of around 200 people. This figure from our sources we now understand is very likely to increase in the very near future. As you can readily see the organizing scene is hectic and as always is never easy.

Tom Bills and his mine Business Agents along with Stewards of the Stauffer Chemical Phosphate Mine and myself have met with company officials in the hopes of reaching agreement on a renewal contract for this large phosphate mine. It certainly doesn't seem as though it has been three years since we last went through this process, but in checking the calendar this is a fact. How times flies! The agreement three years ago was only reached at a midnight hour, and thus a serious strike was barely avoided at that time. The attitude in our first meeting this time around with company officials seems as difficult as before, and I wonder if these negotiators are not working with their hands tied by a corporate group many miles away from the actual negotiation table. Time will tell for certain as at this writing only one week is left before expiration date and several very big issues of which any or all could be strike issues still remain unresolved.

The copper industry for the most part expires in June of this year. At the various locations in both Nevada & Utah, we represent around 1,000 employees working for either Kennecott Copper, Anaconda Mining, or the Duval Company and these brothers and a few sisters are, of course, quite anxious as to what the next three years or so hold for their future as far as their livelihood is concerned.

The Construction contracts for Northern California and Nevada will open in their entirety less than 90 days from now and are looming very large on all of Local No. 3 Officers' minds at this very moment. It should be noted by all in Northern California that the Carpenters have already recently settled for the upcoming three year period for as far as language is concerned and have settled for money items for a one year period beginning June 16, 1977. The money package only totaled around 5 and one-half percent for an exact total of 86 and one-half cents on all classifications in their agreement. This money amount seems to be quite low at this time to me, but on a more positive side their early settlement at least hints that a trend for a industry settlement without a strike this year seems much more assured than three years ago. As most all of you well know, these same carpenters were on strike for a rather lengthy time and their pickets caused many of the brothers to be out of work.

It should also be noted that the work picture as had been indicated would probably get better. This year is finally beginning to blossom. Two large sections of pipeline work have been let out to bid in the City & County of San Francisco although at the time of this writing they have not been awarded. In the Fresno area the long awaited and talked about Helms project of owner Pacific Gas & Electric Co. involving over 20,000 feet of large diameter tunnel and underground powerhouse excavation and other work, has now been awarded to a large combine of contractors we do a lot of business with. This group is made up of Granite Construction, S. J. Groves Co. and Ball Co. Granite, I'm told is the sponsor on the job, and the total volume of work will amount to in excess of 150 million dollars and at least four years in time.

In closing, I would like to say that Brother Fran Walker with whom I have worked very closely with the past three years in the collection of delinquent contract fringe benefits throughout the jurisdiction of Local No. 3 has been recently stricken with a very serious heart attack. At this moment he seems to be off the critical list and is now out of the hospital and at home in a recuperation period with his family. Brother Walker I am sure is much more happy at this writing than before, because he was hospitalized for a period of over 15 days. Anyone knows that hospitals soon become a place most people want to leave as soon as possible. I, as I am sure all of you that know Fran, do wish a fast and complete recovery to Brother Walker.

San Mateo Dist. Report

By NATE DAVIDSON,
Business Representative

The water situation here in the County is becoming critical, and if we go to rationing the construction industry will be the first to curtail production. As you know, it takes water to make engineered fills and water to complete the mix for concrete. All in all, it could be a disaster area in regards to construction in San Mateo County.

Building Trades Council of San Mateo held two Pre-Jobs on March 3rd. The first was with Rudolph & Sletton for a \$16,000,000 addition to Mary's Help Hospital in Daly City.

29-Ton Sculpture No Small Task

San Francisco, Calif.—Working amidst television cameramen, newspaper photographers and a crowd of skywatching spectators made the job a little different from most, but the construction crew assembled by Lazar & Associates in San Francisco finished their odd collaboration with the world of art right on schedule.

The task of crane operator Bob Marr and oiler Larry Garcia of San Jose Crane and Rigging and operator Jim Apao and oiler Eddie Hazelhurst of Sheedy's Crane was to install a 29-ton, five story steel sculpture hauled into the public plaza of the Embarcadero Center. The sculpture, called "Sky Tree" was lowered through an atrium cut through two upper levels of the plaza and into a reflecting pool.

To install it, the iron workers and crane operators first had to lift the sculpture's 45,000-pound spire off a truck parked on Sacramento Street, hook up a second crane while the piece hovered over the sidewalk, then swing the load over the plaza and into the

atrium 100 feet away.

Once the spire was set into place, welders worked through the night to secure it to its base before the cranes were removed before daylight to make way for Monday morning traffic.

The two-crane hoist operation began at 8 a.m. Sunday (February 13) and lasted until early evening when "Sky Tree" finally touched down in its niche in the center's three-level shopping plaza.

At noon, Gene Anderson, a 37-year-old iron worker from Novato, Calif., dangled 100 feet above the ground in a boatswain's chair as he attached the second crane to the sculpture and repositioned the first crane's hook.

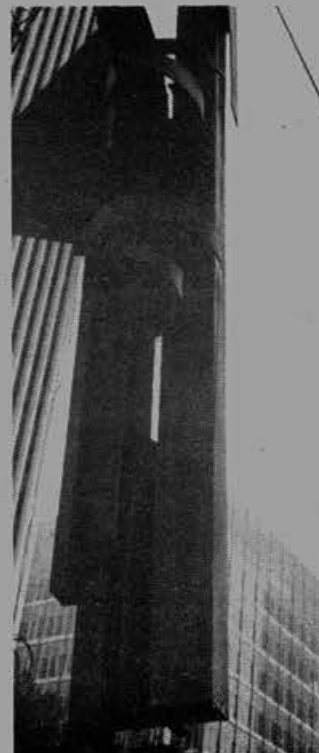
Then the two cranes working in tandem swung the 54-foot steel work of art over the plaza, which was crowded with spectators.

The day's only casualty happened when "Sky Tree" snapped a limb off a real sycamore tree that got in its path during the aerial maneuvering.

After a day of rest, welders returned at 5 a.m. Tuesday to

attach to the spire two additional pieces, held until then by temporary supports. After the welding, lighting and plumbing were installed in the fountain in the reflecting pool. Finally, the sculpture got a new coat of black paint.

The 29-ton corten steel sculpture was fabricated in the Lippincott, Inc., foundry in North Haven, Ct., under Nelson's personal supervision, then hauled west by the Hallamore Motor Transport Co., Holbrook, Mass.



Board Enacts Pension Plan Changes

As of December 1, 1976, various provisions of the Operating Engineers Pension Plan were changed. The changes that were adopted by the Board of Trustees are the result of compliance with the Employee Retirement Income Security Act, passed by Congress in 1974. Many of the changes liberalized some of the requirements of the plan as they existed prior to the effective date of the changes.

One of the changes made to the pension plan that is particularly noteworthy is the elimination of the 90-day filing requirement prior to eligibility for pension benefits. Under the pension plan, as it existed prior to December 1, 1976, an applicant for pension benefits was required to file his application at least 90 days prior to the month in which he would first be eligible for pension benefits.

Under the revised pension plan, there is no longer a 90-day filing requirement. Pension benefits for the applicant applying for a normal or early retirement become payable commencing with the first of the month following the month in which an applicant has fulfilled all the conditions of entitlement to benefits. The conditions of entitlement of benefits are simply that the applicant has or will be the re-

quired age on the date he wishes to begin his pension benefits; the applicant has or will earn sufficient pension credits to qualify for the type of pension he is applying for; lastly, the applicant has filed an application for pension benefits with the Trust Fund Administration Office.

The result of the elimination of the 90-day filing requirement is that the applicant can potentially be eligible for pension benefits on the first of the month following the date on which he files his application for pension benefits with the Trust Fund Administration Office.

However, it is important to note that if an applicant performs work in any month that he may have been entitled to pension benefits, he will be ineligible to receive pension benefits for that particular month. Thus, for an applicant to be eligible to receive pension benefits as of the first of the month following the filing of his application, he must terminate his employment by the last day of the month in which he files his application. Otherwise, in accordance with the rules and regulations of the pension plan, pension benefits will not commence until the first of the month following the day he actually terminates his employment.

The major advantage of the new

filing requirement is readily apparent in the situation where an applicant is not currently employed at the time he files his application for pension benefits. Under the plan as it existed prior to the changes, this applicant would not be entitled to receive pension benefits for at least 90 days after he filed his application. Under the revised plan, this same applicant will now be entitled to pension benefits on the first of the month following the date that he files his application. This results in the entitlement to pension benefits in a much shorter period than existed under the previous filing requirement.

The elimination of the 90-day filing requirement is only applicable to normal and early retirement applications. The filing requirement for disability pension benefits remains unchanged. Disability pension benefits will continue to be payable with the seventh month of disability, provided that the applicant files a pension application not later than 90 days after the issue of his award by the Social Security Administration.

Any questions that you may have with regard to the new filing requirements should be directed either to the Fringe Benefits Service Center or to the Trust Fund Administration Office/Pension Department.

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



We have received a number of questions about the recent revision to the Operating Engineers Pension Plan. The following questions and answers should help to clarify some of the questions that you may have personally. We urge you to read each of them carefully for they just might contain the information that you wanted to know. If you have a particular problem with regard to the pension plan, drop us a note and we will see that you receive the assistance that you need.

Q: When does the new break-in-service rule take effect? Is it retroactive?

A: The new break-in-service rule was effective as of January 1, 1977. Beginning January 1, 1977 a plan participant will have a one-year break in service if he does not have at least 500 hours of work reported in his behalf in a calendar year. A break in service can be temporary or permanent, depending on how many years of credited service the plan participant has. A break in service occurring in 1976, or thereafter, only becomes permanent when an employee has as many consecutive one-year break in service years as he has years of credited service. The new rule will not be applied retroactively. Therefore, a break in service incurred prior to the effective date of the new break in service rule will still stand. It is important to always point out that the break in service rule is only applicable to the non-vested plan participant.

Q: Before I make any decision one way or the other, I want to know how much I am going to get under the Husband and Wife pension and how much I will get if I just take my normal retirement pension?

A: Each pension applicant will be furnished this information by the Trust Fund Administration Office. When your application for pension benefits has been processed, you will receive a letter showing the monthly amount that you and your wife would receive for a Husband and Wife Pension, and in addition for the single-life pension with 60 payments guaranteed. You will then have to notify the Trust Fund Administration Office which form of payment that you have decided to accept.

Q: How many hours do we have to work to earn a full pension credit this year? Also, has the benefit formula been changed?

A: Beginning January 1, 1977, operating engineers will earn pension credit according to the following schedule:

Hours Worked in Year	Credited Service
Less than 500 hours	None
500 to 749	1/2
750 to 999	3/4
1,000 hours or more	1

The monthly benefit that your pension credit represents will continue to be computed as follows:

Hours worked per year X Contribution Rate X 2% benefit factor = Monthly benefit upon retirement

For example, if you were to work 1,400 hours in 1977, you will earn one full pension credit. The monthly benefit that you had earned would be computed in this manner:

1,400 hours X \$2.00 (contribution rate per hour) X 2% = \$56.00

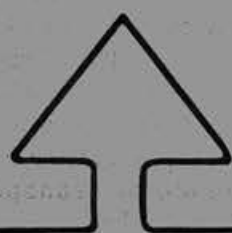
Q: If my husband were to die before retiring, what would I be entitled to as his beneficiary under the Operating Engineers Pension Plan?

A: Under the current rules and regulations of the Operating Engineers Pension Plan there are two types of pre-retirement benefits that a surviving spouse may possibly qualify for upon the death of a plan participant. The first of these benefits is available in the event that an operating engineer dies prior to reaching age 55 and has accumulated at least ten pension credits. If such is the case, the benefit will be computed as though the engineer were age 65 on the date of his death and that amount will be paid by the Pension Trust Fund to his designated beneficiary for 36 months. A second type of pre-retirement benefit is now provided by the Husband and Wife Pension. If an operating engineer dies before he retires, and at the time he dies he would have been eligible for either an Early Retirement or Normal Retirement, his widow will now receive a lifetime pension benefit. The amount of this pre-retirement benefit will be 50 per cent of the Husband and Wife Pension figured as if the operating engineer had retired the day before he died.

Q: If my wife and I decide not to take my pension benefits in the form of a Husband and Wife Pension, what happens?

A: Under the provisions of the revised pension plan, if you and your wife decide not to take a Husband and Wife Pension, your pension benefits upon your retirement will be guaranteed for 60 months. This provision of the pension plan has been left unchanged by the recent revisions.

Pension Benefit payments will be made to the retiree for his lifetime, or in the event of his death before 60 monthly payments have been made, then the balance to his beneficiary.



Outlook

Operating Engineers Trust Funds

Vol. 4—No. 4

April, 1977

Hypertension Cause Of Serious Illness

High blood pressure contributes to coronary heart disease, stroke, heart failure and kidney failure. The report said drugs can control the ailment in 80 to 85 per cent of all hypertensive patients, regardless of the initial severity of the disease.

"Understanding by the patient of his disease and what actions he

must take is crucial to high blood pressure control," the report said. It said the patient must realize "the seriousness and lifelong nature of high blood pressure and the possible consequences of not treating it."

A government cancer researcher said last week that an ingredient found in some cold tablets

could combine in the stomach with a preservative used to cure bacon, ham and other meats to form a cancer causing compound.

Dr. William Lijinsky, director of the Chemical Carcinogenesis Program at the Frederick Cancer Research Center, cited the possibility as another reason why the government should act to remove sodium nitrate and sodium nitrite, commonly used to cure meats and prevent bacteria from forming, from the food supply of all Americans.

Lijinsky, testifying before a Senate committee, reported that the ingredient, an antihistamine called methapyrilene, produced liver cancer in nine out of 30 rats which were fed it along with nitrite.

"That's quite a high incidence," he said. Nitrite could remain in the stomach after eating a meat product in which it was used. The cancer causing compound that could be formed, called a nitrosoamine, also could be formed when nitrite reacts with stomach acids.

Other testimony indicated that methapyrilene is found in such products as Sominex, Compose, Nitol and Sleepz.

The Federal Drug Administration is considering an allergy warning for the labels of food that contains a yellow dye now being used at the rate of 1.5 million pounds a year in everything from baked goods to ice cream according to FDA officials testifying at the same hearing.

Prompt Action Can Reduce Physical Effects Of Stroke

Medical authorities state that the physical effects of a stroke can range from a temporary loss of consciousness to complete loss of body function and death. Fortunately, if medical treatment is secured within a relatively short time following a stroke, some if not all of the adverse physical effects that may result from a stroke can be significantly reduced.

But the best form of protection and means of eliminating the consequences of a stroke is the ability to recognize the symptoms of a stroke before it happens.

Early warning symptoms of a stroke may last for only a few seconds, a minute, or a few minutes, but they should never be arbitrarily dismissed. The American Medical Association suggests that you consult your physician if any of the following symptoms occur:

★ Hearing loss, either partial or complete.

★ Nausea, particularly if it comes and goes quickly.

★ Numbness or prickling on face, arms, legs and side.

★ Inability to feel pain or temperature, usually on one side of the face or body.

★ Blacking out or falling without known cause.

★ Difficulty in swallowing.

★ Difficulty in speaking.

★ Headache throbbing in consonance with the heartbeat.

★ Amnesia lasting a few seconds.

★ Difficulty in understanding the written and spoken word.

★ Inability to recognize persons or things.

★ Double vision.

★ Loss of voluntary muscle control.

★ Loss of muscular coordination in the leg, arm or one side of the body.

★ Paralysis or weakness, usually moderate, of both legs or arms.

★ Dizziness—a feeling that everything is spinning.

Work In Redding Area Has Not Improved Lately

By KEN GREEN,
District Representative, and
BOB HAVENHILL,
Business Representative

The work in the Redding area has not improved much in the past month. The weather has cooperated but the contractors are reluctant to open any new ground.

The 43-bed, 1-story Mercy Hospital in Red Bluff is a reality. The Careage Corporation of Bellview, Washington, has the \$3 million facility under construction. As with most building projects outside of the site preparation and paving the Engineers have very little work.

R.H.C. Construction Company has started their new Bella Vista Water Treatment plant. The \$1½ million project located near the Mt. Shasta Mall will include site preparation by Eastco Construction Company, R.H.C. has the buildings and some pipe, and W. Jaxon Baker has the tanks. All told, the best I can estimate there will be about \$6 million spent on the entire project. Completion will be in February 1978.

The Cottonwood Dam is very much in the news nowadays. It seems to me every time the floods come or there is a dry year—some one brings up the two earth fill dams.

My home is located on the south

fork of the Cottonwood Creek. Two years ago when the creek flooded—it was about a half mile wide and in the creek bed approximately 17 feet deep. This dam is a personal issue to me, for at that time we lost 600 feet of fence and several feet of Creek frontage. This year at about the same time when we had the flood the Creek is only 14 feet wide and about 6 inches deep.

The news media picks up every once in awhile some bits and pieces of the progress of the Cottonwood Dam Project. In the Record Searchlight on July 13, 1976, the paper stated that Ford signed a bill to end the waiting for supporters of the two dams. A bill authorizing construction was approved by Congress in 1971, when the construction cost was about \$174 million—but no money had been approved until now. The estimate cost since 1971, has escalated to \$262 million—nearly \$100 million over the 1971 estimate.

Now there are land speculators who are trying to change the zoning from agriculture to subdivisions—100-acre parcels. The land purchased for \$90.00 per acre in 1976, the four corporations are selling it for a mere \$495.00 per acre, 6 months later. With this type of greed and selfishness, we may never see the first shovel of dirt turned on this project.

Support For Proposed Overpass

By CLAUDE ODOM,
District Representative,
BOB MERRIOTT,
Assistant District
Representative,
and HAROLD SMITH and
JERRY BENNETT,
Business Representatives

Two San Joaquin Valley legislators report construction of a freeway overpass could be under way in Delhi, Merced County, next year. Senator George Zenovich (D) Fresno, representing Delhi in the Legislature reported that he has received a commitment from Adriana Gianturco, State Director of Transportation, that bids for construction of the overpass could be sought as early as next January. Construction is set for the fiscal year starting in July 1978. Zenovich was successful last year in getting the \$6.4 million overpass, which would span Highway 99, included in the State's six-year highway construction plan.

As late as the middle of February, Ms. Gianturco was talking of postponing construction of the overpass for another year. Now that the construction of the Delhi overpass has been assured, Zenovich said his next goal is to get work going toward eliminating the other two signal lights on Highway 99 at Livingston and Keyes.

Fred Galanti Construction Co. of Visalia has started work on the Stone Corral Irrigation District north of Ivanhoe. They have approximately four miles of flood control canal and detours and will employ several Engineers for three months. This is the excavation portion of the irrigation project awarded to Kaweah Construction Co. at a cost of \$1 million.

Great Valley Construction Co.

moved their Hot Plant from north of Avenal to the old pit site at Reef City near Highways 41 and 33. This will be closer to the Highway 43 job south of Corcoran.

The State of California is also calling for bids on Highway 41 from San Luis Obispo County Line to Reef City in Kings County.

The W. E. Brewer Co. is low bidder on Bethel Avenue north of Manning Avenue in Fresno County. This project calls for grading and paving and drainage at a cost of approximately \$350,000.

Hunsaker Construction of Clovis was low bidder to the City of Fresno totaling \$1 million during the month of January.

The work to be done is in Improvement District EE-MM at a cost in excess of \$600,000. The second project is Lion's Park at approximately \$300,000. Work is to begin on both projects immediately.

R. G. Fisher was low at \$2,696,000 for concourse additions to the Fresno Airport.

Gentz Construction is busy throughout Fresno with various projects. American Paving Co. also has several City jobs and subdivisions going.

Dorfman Construction has completed the Herndon-Cornelia sewer line. This has been one of the best jobs going in the Fresno area for the past eighteen months.



Twelve Percent Solution

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



DALE HANAN
General Manager

JOB STEWARDS ACTIVATED

Week Ending March 18, 1977	Dist. Name	Agent	Week Ending March 18, 1977	Dist. Name	Agent
01 Harold E. Cooper	G. Anderson	90 Rex H. Casey, Jr	H. Pabel		
01 Joe B. Martinez	C. Snyder	90 Gary C. Noes	H. Pabel		
20 Art Cole	J. Johnston	17 Donald Medeiros	W. Crozier		
20 Leonard R. Smith	C. Ivie	17 Ichiro Matsui	W. Crozier		
20 Ralph S. Floyd	R. Butler	17 Keith Enanoria	W. Crozier		
20 Michael Dye	R. Butler	17 Richard Shiigi	G. Crozier		
40 James O'Neill	B. Parker	17 Douglas Tsuda	W. Crozier		
12 Dave Lord	L. Lassiter	17 Herbert Anakalea	W. Crozier		
12 Charles Harker	D. Wright	17 Allen Milare	W. Crozier		
12 Kenneth Brazil	L. Lassiter	17 Akira Watanabe	W. Crozier		

JOB STEWARDS INACTIVATED

Week Ending March 18, 1977	Dist. Name	Agent	Week Ending March 18, 1977	Dist. Name	Agent
20 Victor Johnson	R. Butler	12 Jerry Gribble	L. Lassiter		

MOTHER EARTH CAN BITE BACK TOO.



A lot of PG&E power lines lie harmlessly underground. That is until someone carelessly digs them up.

Unfortunately, every year people needlessly risk injury or death because they didn't check for buried utility lines before digging.

You check your clearance before driv-

ing equipment under overhead lines. But it takes a quick call to your local PG&E office to tell you what's underground in the area where you're working.

Actually, you should treat buried lines with even more respect. Because they can be explosive natural gas lines, as well as high voltage electric lines.

So just telephone and let us know where you plan to dig. And we'll let you know if there's something there you should avoid.

DIAL BEFORE YOU DIG.

It not only saves trouble... it can save your life.

U.S. News and World Report, February 21st issue, carried an article "Once Meek Credit Unions Take on the Banking Industry".

The article described the rapid growth of credit unions in the past 20 years and how the American Bankers Association (ABA) is trying to slow this growth by fighting current legislation that would benefit credit union members. The ABA has considerable influence and capital to wage their battle in Washington.

Credit Union National Association (CUNA), the credit union trade representative in Washington, does not have the influence and capital of the ABA. The greatest asset credit unions have is their members.

If enough concerned credit union members write their congressmen in support of pending Federal legislation improving credit union lending and service options, then the ABA will have a tougher time insuring the victory of their viewpoint. Credit unions intend to provide as many worthwhile services as they possibly can to their particular memberships.

There is enough room in the financial community for both banks and credit unions as well as other types of lending institutions. The growth of the credit union industry will not topple the multi-billion dollar banking industry. The ABA should not decide what services and lending policies are available to members of credit unions.

OUR GROWTH

Your Credit Union has been operating for only 14 years but has grown from less than \$1,000 in assets to more than \$24 million. It now ranks in the upper five per cent of the more than 22,000 credit unions in the United States. It is the largest labor-union credit union operating in California and one of the three largest in the United States.

During its 14 years of operation, your Credit Union has lent more than \$60 million to its members. It would be safe to say that almost all of these loans were made at the lowest rate of interest then available. The interest-cost savings to these members would amount to hundreds of thousands of dollars depending on what other interest rates these members would have had to pay if the Credit Union had not existed.

After operating expenses are paid and required reserves set aside, the income earned on Credit Union loans is returned to members' share accounts in the form of dividends. The Credit Union has paid more than \$4 million in dividends during its 14 years of operations. It now pays more than \$1 million annually.

By borrowing and saving with your Credit Union, you make it grow; and a growing credit union can offer more services and insure a healthy return on your savings. Our history reflects this concept. In the past few years, your Board of Directors has implemented telephone share withdrawals, monthly Vacation Pay transfer, Phone-A-Loan, 7 per cent per annum Investment Certificates, improved Quarterly Statements, a real-estate loan program, 24-hour message recording service; and has moved the Credit Union into its permanent facility in Dublin.

While making these service improvements, your Board of Directors has also been able to declare a record 6.5 per cent per annum dividend rate on your shares for five consecutive semi-annual posting periods.

You benefit directly through low-cost loans and high-return savings, and you help other members through your borrowing and saving. Insurable members also earn Life Savings Insurance up to \$2,000 and Loan Protection Insurance to a maximum of \$5,000 at no direct cost. That's how your Credit Union works.

We do not compete with other credit unions. We point out our growth only as a matter of pride in our membership. We have grown with your support, and your support has brought you and your fellow-members financial benefits. We look forward to your continued support and anticipate even more significant growth in the future.

ENGINEERS



NEWS

SPECIAL
REPORT

Alyeskan Oil: Will It Fill Corporate Pockets With Foreign Lucre? Natural Gas: Do We Ship It Or Pipe It?



Before the summer is over, the long awaited trans Alaska Pipeline will be pumping hundreds of thousands of barrels of thick, Prudhoe crude oil across vast stretches of bleak Arctic tundra and rugged Alaskan mountains to the southern Alaskan port of Valdez. From there it will be shipped to what has been commonly regarded as an oil thirsty United States. But through either an ingenious plot or inept planning by the oil corporations, it turns out that the west coast will be inundated with oil it can't refine while the Midwest and the east face severe shortages and no efficient way of getting their hands on the Alaskan supply. Corporate executives are scampering around with pipeline proposals that would put oil and jobs where they are needed, but the clock is running out. Their conspicuous oversight may leave them with the one alternative that would make them the most money and American workers the least—ship it to Japan.

Meanwhile, the coldest winter the country has experienced in over a century has forced the nation to come to grips with a natural gas shortage that has been prophesied—and ignored—for years. The nation's last frontier may once again be our savior. Over 30 trillion cubic feet of natural gas lies under the same cold tundra that covers the vast reserves of Prudhoe crude, and more promises to be available in Cook Inlet. Once again we are faced with the big question—how do we get it down here?

The answers to these energy problems are complex, controversial and in some cases, as messy as the stuff that has been the source of all the commotion.

How do we get North Slope oil to the Midwest? Engineers News examines the alternative pipelines—Sohio and Northern Tier—against the proposals to ship it to Japan. (see page 8)

Although much of the public confuses Alaskan oil and natural gas, they are actually two separate industries. Natural gas requires different transporting and refining. Engineers News supports Arctic Gas as the best proposal, both in terms of jobs and efficiency. (see page 9)

Oil companies seek higher prices for Alyeskan oil. (see page 10)

Will Our Alaskan Oil End Up In Japan?

By JAMES EARP

The Alyeskan pipeline is a literal pipedream that came true—a fantastic plan for transporting millions of barrels of Prudhoe crude oil lying under vast stretches of north Alaskan tundra to the lower forty-eight states.

Only now for the American consumer, the dream may be turning as sour as the crude oil the pipeline is supposed to transport (to use a little oil industry jargon).

Ironically, it is the "sour" (sulphur rich) characteristic of the oil that is causing much of the problem—i.e., there seems to be no place to send it yet. Somewhere along the line in the last three years, the oil consortium that built the Alyeskan pipeline either plotted or ineptly overlooked the fact that the West Coast for the most part cannot handle the expected 1.2 million barrels a day that the Alaska North Slope will produce.

In the meantime, while California refineries are wondering how to avoid getting inundated with oil, the Midwest, particularly the states bordering Canada are facing a severe shortage of crude for their refineries. Last year, in a plan for self sufficiency, Canada announced that by the year 1980 all oil exports to the U.S. would be phased out. This action affects the refineries in Washington, Montana, North Dakota and Minnesota the most, since they were getting most of the Canadian oil.

In a living scenario that seems to be sprouting new problems overnight, these are some of the big ones that need to be solved in the ensuing months:

- Within a year, the Alyeskan pipeline is expected to have an output of 1.2 million barrels a day. The West Coast can only handle about half that amount, which means there will be a surplus of 500,000 to 700,000 barrels a day that will have to go somewhere else.

- Crude oil unfortunately does not come out of mother earth in the same form everywhere. Depending upon the

oil field, the crude will have varying densities and percentages of foreign material—especially sulfur. This means that refineries have to be tailored for specific kinds of oil.

Unfortunately, West Coast refineries are designed to accommodate "sweet" (low sulfur) oil from California fields and Indonesian crude. Other California refineries can handle certain "sour" (high sulfur) crudes as long as they are of the high gravity variety, such as the kind that comes from the Middle East.

It so happens that North Slope crude is both low gravity and sour. California refineries, unwilling to install expensive desulfurization facilities, say they can only utilize a 15 per cent mixture of North Slope crude in their processing.

The only company that comes out smelling like a rose is Arco (Atlantic Richfield), which built a refinery in Washington designed specifically for processing their share of the North Slope oil.

Exxon and Sohio, the other two major share holders do not have such refineries on the West Coast.

The situation is further complicated by the fact that the North Central and Midwest refineries, who are strapped for oil supplies also do not have desulfurization facilities. The oil they import from Canada, like other foreign oil is basically sweet.

- Even if the Midwest had the right kind of refining equipment, there is still no efficient way of getting it there. Shipping it through the Panama Canal in small tankers to Texas refineries is the only alternative available at this point. Texas has desulfurization facilities, but shipping oil in tankers small enough to fit through the Panama Canal is an expensive operation, and the least desirable method, as far as the oil companies are concerned.

To avoid this costly operation, Sohio, Exxon and the companies with smaller shares are vigorously searching for less expensive and higher profit making proposals.

One can't help but wonder why these firms procrastinated the day of their repentance. Despite the long advance notice, no attempts were made to build refineries on the West Coast capable of refining North Slope oil. As a result, Exxon and Sohio are still importing 500,000 barrels a day of Indonesian oil for their California refineries—coincidentally about the same amount that is expected to be in surplus once the Alyeskan pipeline is pumping.

If Exxon and Sohio have not changed over their refineries, it is out of the question to expect the other California refineries which have no share in the North Slope crude to change theirs over—particularly when the Federal Government provides a subsidy to the refineries for handling foreign oil.

So while the clock is running out, Exxon and Sohio have offered a few belated proposals for solving the West Coast glut.

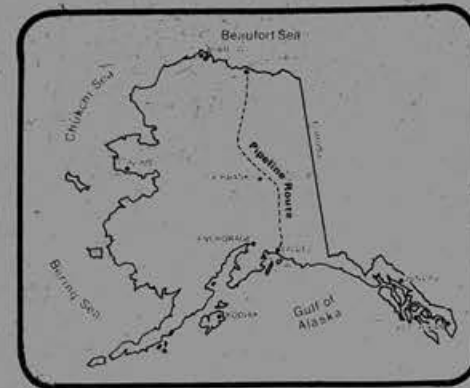
The Great Swap, or Sayonara to U.S. Oil

At a joint Senate committee hearing in Southern California last December, representatives from Arco, Exxon and Sohio advised committee Chairman Adlai Stevenson that the best short term solution for the expected oil surplus would be to export it to Japan in exchange for equal allotments to be sent from the Middle East to the Eastern States.

They were careful not to make this proposal the chief thrust of the hearing, nevertheless, Exxon Senior Vice-President C. R. Sitter said such an arrangement would be in the "national interest."

Comments to the effect that such an arrangement would produce greater profits were kept to a minimum. The fact is, if the oil companies could ship the North Slope crude to Japan, they could utilize the massive foreign supertankers with their low rates and low paid foreign ship hands.

Right now, it's illegal for oil to be ex-



ported to Japan. This was an arrangement written into the bill that OK'd the Alyeskan pipeline. The only way the companies can get the oil to Japan is through special authorization from the President and approval by Congress.

No one seems to know if Japan has the facilities readily available for refining North Slope oil. And what guarantee do we have that we'll get our oil back in the event of another OPEC oil embargo? And will we have desulfurization refineries by then on the West Coast?

Bob Schaadt, Vice-President of Public Relations for Sohio, admitted to *Engineers News* that he didn't "really know" the answers to these questions. If the oil companies have not taken the time to work these problems out, one can only assume they are suffering from the tunnel vision that comes with an overzealous profit motive.

Lifelines to the East

The second major solution to the West Coast Oil Surplus is to build one or more west to east pipelines. At the moment, there are two American pipelines in the offing. If the companies are successful in getting the projects, it could mean a lot of jobs for members of the building trades, as well as an assurance that Alaskan oil will remain in the country and promote U.S. energy independence.

Sohio, while it would like to sell excess oil to Japan, appears to be making a serious attempt at building a pipeline from Southern California Coast to Midland, Texas. Specifically, the proposal calls for the conversion of a natural gas line owned by El Paso Natural Gas into a pipe suitable for oil.

After spending \$20 million in preliminary studies, Sohio has obtained a large number of the 500 permits needed for approval of the project. Most of these however, have been obtained from Arizona, New Mexico and Texas, where the El Paso line runs.

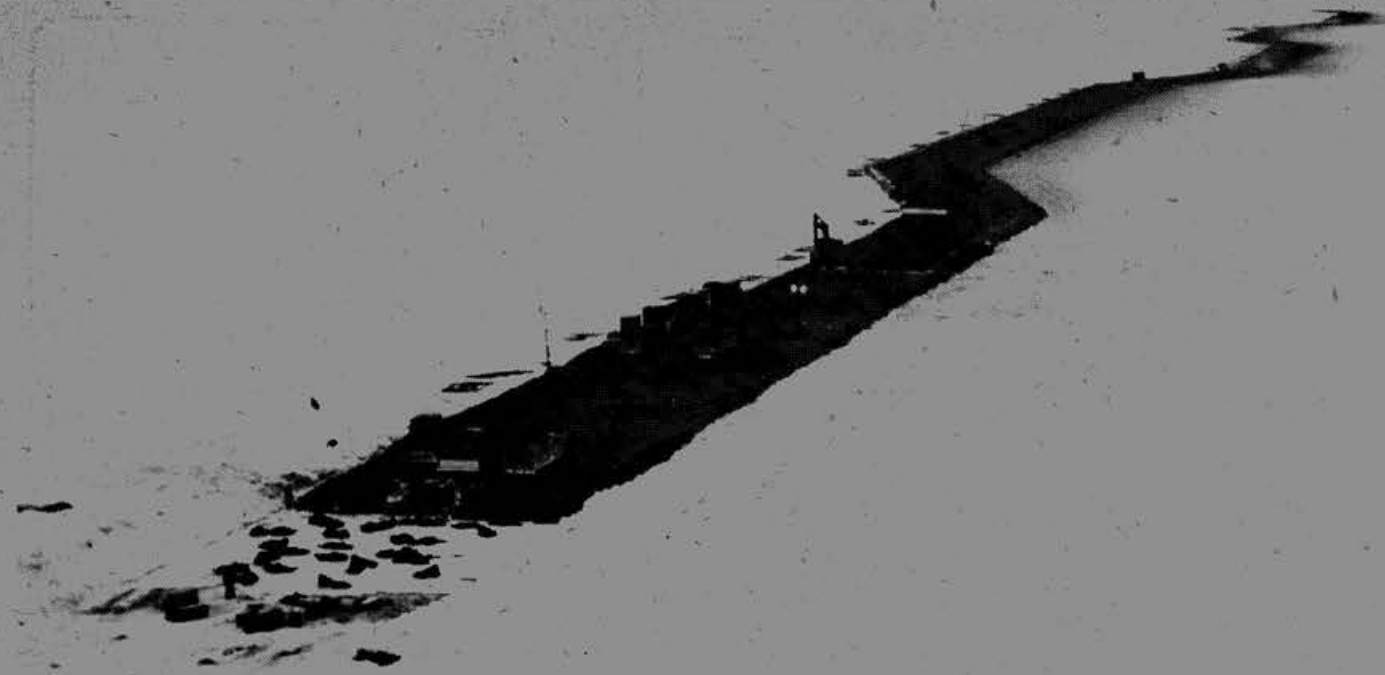
The real problem is Southern California. Here, the pipeline system would cover 240 miles from the Long Beach Port to the Arizona border. It would use 120 miles of existing 30-in. pipeline owned by Southern California Gas Company, and the remainder would be new, 42-in. line.

The controversial part of the plan is the requirement for three tanker berths at Long Beach to unload the oil from the tankers. Ever since the explosion of the *Sansinena*, an 810-foot Liberian tanker in the L.A. harbor last December, residents have taken a dim view of plans for new tanker berths.

So far, the California Air Resources Board headed by Tom Quinn has also taken a dim view of the project. Quinn has mentioned on several occasions that a terminal like the one Sohio proposes would create more air pollution than four million cars, due to the hydrocarbons that would escape from the tankers as they were being emp-

The pipeline installation at the Tosina River in 1975 was the first of some 30 miles of river crossings along the 800-mile long trans Alaska pipeline.





The workpad for the trans Alaska Pipeline is constructed across the frozen tundra of the North Slope. Polystyrene insulation placed beneath the pad reduce the amount of gravel required. The workpad was also used later to support the heavy equipment.

tied.

Environmental laws require that a pollution producing project in an already polluted area like Los Angeles cannot be built unless corresponding levels of pollution are reduced somewhere else in the area. Sohio has suggested it will cover the costs of revamping two dry cleaning plants in the area, as well as pay for the paving of undesignated roads in exchange for an OK on their project.

Quinn dismisses these proposals as being "inadequate." At the same time that he criticizes Sohio for their project, however, he also implies that they are stalling in order to make exports to Japan more probable. "The longer it takes to build terminals and pipelines on the West Coast, the more acceptable the plan might become," he said.

Sohio's Bob Schaadt adamantly denied these assertions in an interview

with *Engineers News*. He referred to a letter of intent from Sohio to Kaiser Steel, indicating that the company would sign a contract with Kaiser for production of the 42-in. pipe if Sohio gets approval for the project.

Schaadt said that Sohio hopes to have the rest of the necessary permits obtained by the end of May. He admits that the Air Resources Board is the largest hurdle to overcome. With the kind of negative press Quinn is giving Sohio, it may be the one hurdle they can't jump.

Northern Tier Pipeline

Another pipeline has been proposed by an independent group of financiers. This one would begin at Port Angeles, Wash. and travel east to Minnesota, dumping oil off to refineries along the way.

Northern Tier representatives point

out that their proposal would ease the crunch that the northern states will be having due to the withdrawal of Canadian imports. Their sales pitch makes no mention of the fact that northern refineries cannot process North Slope oil without the addition of expensive desulfurization machinery.

However, as one refiner puts it, "things will be grim next winter" with the cutback in Canadian oil. If the problem gets serious enough, Midwest refiners appear to be willing to make the necessary desulfurization changes that are needed to refine the Alaskan oil.

Northern Tier faces a rash of environmental problems—even more so than the Sohio line. "If you think Alyeska has problems, wait until you see this one," says one crude oil buyer. He maintains Northern Tier "has so many environmental problems, it

won't go."

Chief among these problems is a proposal for tanker berths. As at Long Beach, residents in Puget Sound don't want huge tankers floating—or sinking—in their harbors.

If these two projects run into the same environmental red tape that other industrial projects have experienced—which they no doubt will—there is no way they will be ready in time for the Alaskan oil, even if one or both of them are approved.

Meanwhile industrialists and building trades workers alike look forward to the approval of the pipelines—both in terms of work and availability of oil.

The consensus among refiners is that Northern Tier is still very shaky, while the Sohio line fares a little better—unless it is stamped out by the Air Resources Board.

Meanwhile the clock is running out.

A Better Plan Than El Paso

By MARK STECHBART

From the Rockies to the Atlantic, the nation has been gripped by the coldest winter in 100 years and the economic after effects have been tremendous. Highway transportation has been disrupted, Midwest rivers clogged with ice, and for the first time in recorded history, snow in Miami, Fla. Hundreds of plants have closed as natural gas supplies were exhausted or cut off. Hundreds of thousands of workers were laid off, schools closed, and the list goes on of disruptions caused by natural gas shortages.

Ironically enough, 30 trillion cubic feet of natural gas has been found on the Arctic Circle in Alaska and Canada where the weather is bad all the time. The problem now is transportation of this natural gas supply to the lower 48 states. The transportation choice is between an all-land pipeline, the Arctic Gas Pipeline and the El Paso liquid natural gas tanker proposal.

El Paso LNG proposes to run an 809-mile chilled, buried pipeline from the Alaskan North Slope field to Valdez, roughly following the existing Alaskan crude oil pipeline corridor. At Valdez, the natural gas would be liquified at 250 degrees below zero, loaded into a liquid natural gas tanker for transport to a re-gasification terminal at an unconfirmed site in Southern California.

El Paso LNG would then pipe the

natural gas east to Texas, where an existing natural gas network will distribute the gas to the upper Midwest and Eastern Seaboard.

Arctic Gas proposes to distribute natural gas from both Alaskan and Canadian fields directly to markets in the West and in the East. The high pressure pipe line would run east from Alaska's North Slope, south through the Mackenzie River Valley, tapping Canadian fields, and proceed to the Idaho-Canadian border. At that point, the pipeline would split with a western leg going south to California and an eastern leg to Chicago, Ill.

The 4,317-mile Arctic pipeline will involve 2110 Canadian miles, 2207 American miles, and provide 4,700 American construction jobs with a \$5.85 billion budget.

Like the Alaskan crude oil pipeline a decision on this massive construction project will involve weighing the consumer cost, quantities of gas to be delivered, distribution to markets, environmental and safety questions and jobs.

The 1976 Alaskan Natural Gas Transportation Act mandates a schedule for route approval that ends with President Carter. The Federal Power Commission is scheduled to hold hearings on the qualifications of the two routes and issue an opinion by May 1, 1977. By July 1, 1977, all other interested federal and

state agencies must make their recommendations to the President. President Carter must designate a route by September 1, 1977 with Congressional approval. The resulting decision will set in motion the largest private construction project in American history.

Conflict of Opinion

There are differences of opinion over which route should be certified. The AFL-CIO Executive Board endorsed El Paso after an appeal by Paul Hall of the Seafarers for American built and American crewed El Paso LNG tankers. The Federal Power Commission has issued an initial decision recommending Arctic Gas as the superior proposal. The California Public Utilities Commission has also endorsed Arctic Gas.

Consumer costs involved in building the transport system, actual transmission of the gas and price all appear to favor Arctic Gas. Arctic Gas can deliver 1,000 cubic feet of gas for \$1.60 as opposed to El Paso's price of \$2.15. El Paso would lose 13 per cent of the gas during transmission through the liquification, cooling and compression processes, while Arctic Gas would lose only 6.8 per cent.

This difference in transmission gas usage alone, when considered over the life of the project, would mean El Paso would lose between $\frac{1}{2}$ and 1 full year's

gas usage in transmission. Finally, El Paso's project has capital costs 55 per cent greater than Arctic Gas'.

With additional compression and pumping equipment, at a moderate ad-

(Continued on Page 10)



Workmen lower a 36-inch natural gas pipe on Flathead Ridge, British Columbia at an elevation of 7,000 feet.

More On Natural Gas

(Continued from Page 9)

ditional cost, the Arctic Gas pipeline could increase to maximum output without constructing additional pipe.

This expandability pays an important role in cost effective transmission of natural gas supplies. The Arctic Gas pipeline plans on tapping both Alaskan and Canadian reserves. El Paso LNG will transport only Alaskan natural gas.

The basic problem here is that California receives 45 per cent of its natural gas from Canada, the Northwest states receive 70 per cent and the New England states a significant amount. Maintaining these Canadian natural gas imports is critical to the economies of the effected states. Arctic Gas proposes to directly connect with Canadian reserves by running the pipeline through the Mackenzie River Valley.

El Paso does not intend to move any Canadian gas. Consequently, Arctic Gas, with a larger capacity line, can accommodate both Canadian and Alaskan supplies and growth in gas volumes transported. This in turn means lower cost supplies to U.S. markets dependent on Canadian gas and some assurance that those Canadian supplies will be maintained at current levels.

Arctic Gas pipeline takes this factor into account. El Paso does not. Environmentally, Arctic Gas is a better choice because a single pipe connecting both gas fields is superior to a combined LNG tanker/Canadian pipeline arrangement.

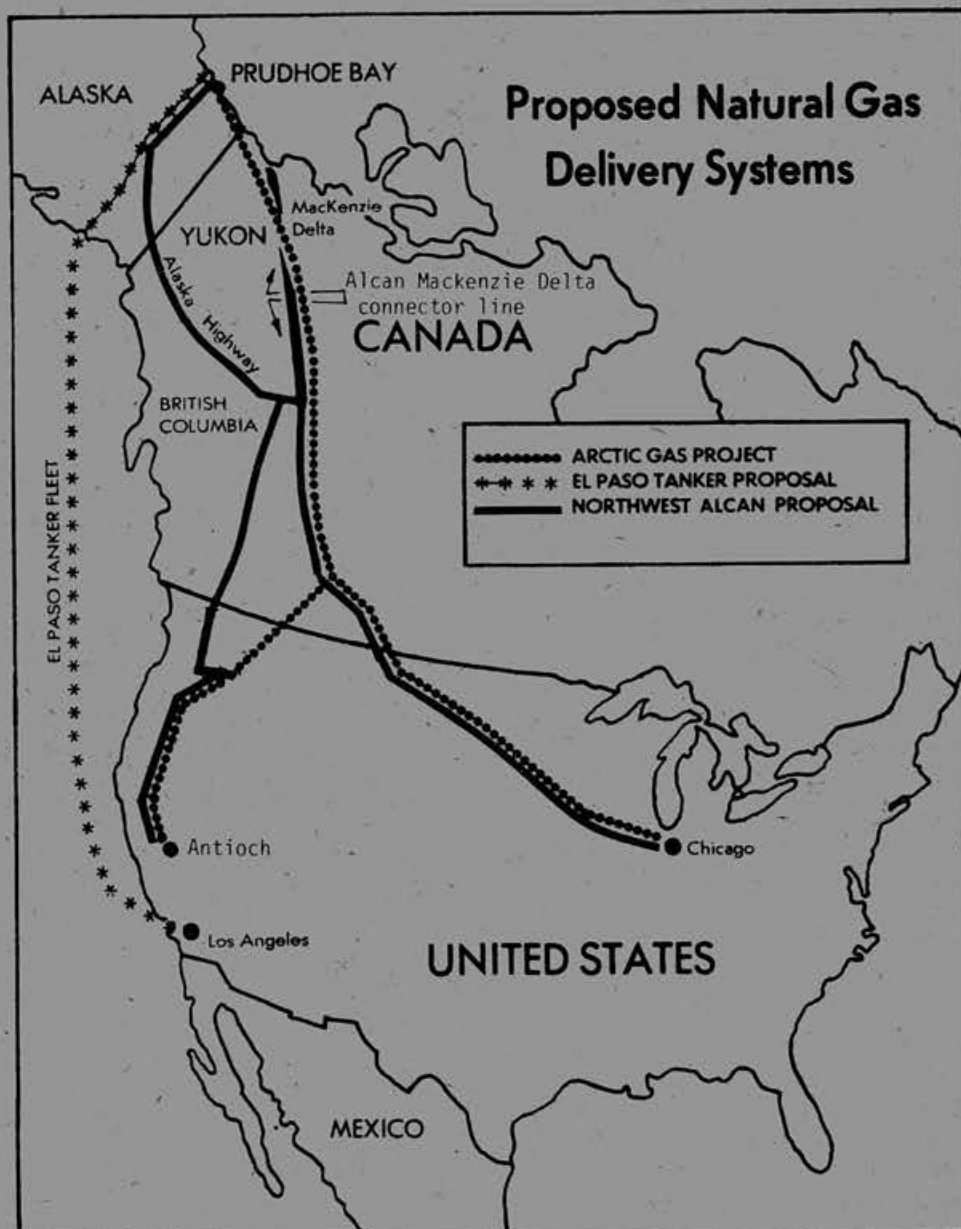
El Paso also has a very thorny problem with both its LNG tankers and terminals. LNG is a highly explosive cargo

which makes both the tankers and terminals in any populated area a very questionable safety and environmental risk. Finally, El Paso plans on building a portion of its Alaskan pipeline and the Alaskan LNG terminal in an untouched National Forest. The buried Arctic Gas pipeline crosses a wildlife range in Alaska with minimal impact. Basically, the environmental report favors Arctic Gas. There will be problems, but the Arctic Gas pipeline has benefits that far outweigh them.

The bottom line for organized labor is jobs and wages. The Seafarers successfully appealed to the AFL-CIO on the basis of American ships and crews. Eight LNG tankers costing \$1.6 billion will provide jobs but the tankers will be highly automated with small crews.

This means industrial supply jobs. Pipe and additional construction material will at least equal El Paso's total material budget. But 2200 miles of American pipeline will mean at least 4700 Building Trades jobs over the three-year construction timetable. Arctic Gas' permanent operational jobs in compression stations, pipeline patrols and the like will be roughly equivalent to those of El Paso's. The route approval for transport of the natural gas involves balancing the relative merits of the two projects and ultimately, the President must decide. The Federal Power Commission favors Arctic Gas. The AFL-CIO has endorsed El Paso basically for the Maritime jobs, but it is not clear how this compares to the Building Trades jobs that Arctic Gas offers.

Only the next six months will show which way the scales will tip.



Higher Oil Tariff Requested

The owners of the Alaskan pipeline have asked the Federal Energy Administration to approve a pipeline tariff of \$5 a barrel, a move that could raise the price of Alaskan oil to \$17.40 a barrel

on the West Coast.

The pipeline owners have also asked for an \$8 a barrel fee for Alaskan oil that the West Coast does not need that would be tanked through the Panama Canal to the Gulf Coast, where it would be pipelined north to Midwest markets. A shipping fee of that size could raise the price of oil to \$20.40 a barrel in the Midwest.

If accepted and approved by the FEA, these prices for Alaskan oil would be almost \$4 a barrel higher than imported oil costs on the West Coast and more than \$7 a barrel more than it costs in the Midwest.

The request for a \$5-per-barrel pipeline tariff was outlined in a notice issued yesterday by the FEA on Alaskan oil pricing procedures. The notice was designed to draw attention to hearings on Alaskan oil prices to be held by the FEA March 21-23 in Washington, San Francisco and Anchorage.

At the present time, North Slope oil is priced at approximately \$12 a barrel, even though none of it has reached the market. If the companies do not get the price hike, they will still make \$2 profit on every barrel of oil. Another \$5 is already being charged for the transportation of the oil.

At that rate, the entire cost of the \$10 billion pipeline will be paid off in three to four years. After that, the oil companies will realize a \$7 profit on a \$12 barrel of oil.

If they obtain approval for another price hike, they not only will pay the pipeline off that much sooner, they stand to make enormous profits on oil that will cost the American consumer more than the oil imported from foreign nations.

A Brief Story Of The Alyeskan Pipeline

The complete story behind the Alyeskan pipeline will probably never be told as long as there is oil to be sold by American companies. It took nearly twice as long to build as originally intended, at ten times the cost, and after all that, it still has not solved the distribution problems of crude oil to U.S. refineries. If anything, it has aggravated them.

Even so, the pipeline has benefited thousands of workers with good pay,

bolstered the economy and, in its own way, has succeeded in making North Slope oil available to the U.S.

A simplified version of the story goes like this:

In 1968 Atlantic Richfield's historic Suzy No. 1 well hit oil in Alaska's Prudhoe Bay, perched above the Arctic Circle. It turned out to be a giant find worth at least one fourth of the nation's oil reserves. An immediate rash of auctioning, buying in and off and the sell-

ing of company shares (and no doubt souls) ensued.

In the end, eight companies got a share of the pie, with the biggest pieces going to British Petroleum (which owns Sohio), Arco (Atlantic Richfield) and Humble (later absorbed by Exxon). Holding smaller shares were Mobil, Phillips Petroleum, Amerada-Hess, Home Oil Company and Union Oil.

Next came a lot of schemes for getting the oil down to the lower forty-eight. The end product of the brainstorming was the formation of two proposed transport routes: (1) a pipeline to run east from Prudhoe Bay into the Mackenzie Valley and south to Edmonton, Alberta, where it would tie into existing pipelines leading into the Midwest and the East Coast; and (2) an 800-mile pipeline to run down the middle of Alaska to Valdez, an ice-free port on the south shore of Alaska. From there the oil would be loaded onto tankers and shipped to the West Coast.

From the beginning, the oil consortium favored the Alaskan route. It announced that the Alaskan line could be built inside of two years and at a cost of \$900 million.

Bolstered by assurances from President Nixon, the companies went ahead with detailed plans and ordering of materials for the project—even though the proposal was receiving opposition

(Continued on Page 11, Col. 1)



A section of 48-inch pipeline is lowered into a ditch by sideboom tractors in the Brooks Mountain Range, 175 miles south of Prudhoe Bay. Nearly half of the 800-mile pipeline is buried.

More On Alyeskan Pipeline

(Continued from Page 10)

from environmentalists. Congress was also in the midst of forming its first Environmental Policy Act, which would require extensive environmental studies and public hearings on projects like the Alaskan pipeline.

During the many feasibility studies, several experts pointed out that the Mackenzie route was superior, since it would directly serve those states that faced the worst shortages, i.e. the mid-west and eastern states. Nevertheless, Rogers Morton, the new Secretary of the Interior, seemed as enthralled with the idea of an Alaskan pipeline as was his predecessor, Walter Hickel, former governor of Alaska.

Morton's final conclusion on the matter was: "There's an oil shortage on the West Coast and the Alaskan route would send the oil there. The Canadian line would put it in the Midwest."

This statement came as a surprise to many oil executives and experts who knew there would be a glut on the West Coast oil market once the finished pipeline swung into full production.

But the statement also puzzled another former Interior Secretary—Stewart Udall. He calculated that maybe the Alaskan oil was really destined for Japan, since the West would be unable to absorb two million barrels a day. "In return for the oil sold Japan," Udall forecast, "Alyeska companies would get . . . licenses to import an equal amount of oil from . . . the Persian Gulf and Venezuela."

Udall's prophecies came eerily to life last December when at a public hearing in Southern California, oil executives from Exxon and Sohio suggested rather quietly that the best feasible short term solution for easing the anticipated West Coast oil surplus would be to ship the surplus to Japan and have equal amounts shipped from the Middle East to the Gulf States and the East Coast.

Getting back to 1971—at about the same time Udall was looking into the situation, The Department of the Interior prepared its feasibility report on the project. The report was written almost entirely by Alyeska staff members. Even so there were serious reservations about the project, but a staff representative described the report as

being "strongly in favor of the Alaskan route."

In 1973 the oil embargo struck fear into the hearts of Americans, and from then on it was downhill for the oil companies who were easily able to ramrod the project through and get it underway.

Now, two years after the proposed completion of the pipeline and at ten times the estimated costs, the Alyeskan pipeline is nearly ready to begin pumping oil. But the problems are only beginning.

Everything that was prophesied by the pessimists has come true. The West Coast refineries say they are unable to handle the oil. Meanwhile, Canada has announced that it will end all oil exports to the U.S. by 1980, which leaves the northern states in an even worse predicament than they thought.

The problems encountered in building the Alyeskan pipeline may be a drop in the barrel in comparison to the problems that will have to be ironed out in getting the oil across the Rockies where it belongs, and in keeping it away from Japan where it doesn't belong.



THE SOUTHERN terminal of the Alyeskan pipeline ends at the ice-free port of Valdez. More than 80 per cent of the construction at the 1,000-acre terminal was completed by the end of 1976. The rest will be completed by mid-1977.

Jones Act: Oil Shipping Conflict

Oil companies are casting a critical eye at an American shipping law that protects the rights of American shipbuilders and operators.

The Jones Act, part of the 1920 Merchant Marine Act is designed to protect American shipyards and maritime unions from the unfair competition of foreign ships which lack adequate safety standards and union personnel.

The oil companies claim that this law is making it impossible for them to get enough ships to transport North Slope oil from the Alyeskan pipeline to the States.

In a recent interview with the *Engineers News*, Sohio's Vice-President of Public Relations Bob Schaadt said that by early 1978, there would be a surplus of 100,000 to 400,000 barrels a day of North Slope oil that could not be accommodated by Amer-

ican ships.

The law requires that all domestic, intercoastal shipping be carried out on American built and union operated ships. Schaadt said that not all American ships qualify for the Jones Act, and that there are not enough U.S. oil tankers to ship the surplus oil to the eastern states.

He pointed out that if a temporary waiver of the Jones Act were granted, shipment of all remaining surplus oil eastward would be possible. Otherwise, he said, there would be no choice but to seek permission to ship the oil to Japan.

Sohio's statements contrast with maritime authorities who say that there are enough Jones Act ships to transport the oil.

Steve Troy of the seafarers union further pointed out at a recent hearing that an oil exchange with Japan "would

not only be contrary to the nation's security interests but would also exchange American shipyard and shipping jobs for foreign jobs and would increase the already rapid decline in U.S. shipping employment."

Other requirements stipulated in the Jones Act are:

- ★ The owner of the ship must be an American citizen.

- ★ Financing of a ship can be partly alien, but must have American backers also.

- ★ If foreign ships are found in domestic shipping, the Coast Guard can seize the cargo, take the passengers of the ship and levy a fine up to 100 per cent of the value of the cargo.

- ★ The Act follows the new U.S. offshore limits of 200 miles.

- ★ Any waiver of these rules requires congressional approval.

Senator Alquist Asks Carter To Expedite San Felipe

By TOM CARTER,
District Representative

State Senator Alfred E. Alquist (D-San Jose) called on the Carter Administration to help expedite the construction of the San Felipe Water Importation Project.

In a letter to President Carter and Secretary of the Interior, Cecil Andrus, Alquist said that the drought situation in California has become of crisis proportion in south Santa Clara and San Benito Counties. "The San Felipe Project is of vital importance to that area if we are to meet our water needs of the 1980's," Alquist said. "Even if the Project got underway tomorrow," said Alquist, "we would be dangerously close to a critical water shortage situation when the Project is completed by late 1981 or early 1982."

Alquist, in his letter, noted that former President Ford had set aside \$20 million for initial funding

of the Project. Although the Project is currently waiting on the disposition of a court case over the validity of the Project's EIR, Alquist hoped that a favorable decision would enable the Project to get underway by early spring.

"The San Felipe Water Distribution Project is the most cost effective and practical method of bringing water to Santa Clara and San Benito Counties," Alquist said, and "I've asked President Carter to do all he can to help expedite the Project."

Santa Clara Valley

In Santa Clara Valley, West of Highway 17 a lot of small jobs in the private sector have kept quite a few contractors and brother engineers steadily busy for the last few months. I have talked to many contractors in the area and they all seem to be very optimistic about the work picture and they look for-

ward to a very good year, the reason for this, they tell me, is because there's a lot of work coming out to bid. Again this work is out of the private sector and nothing at all for Highway funding, which would be more than welcome by all crafts at this time.

Speaking of highway funding we just held a pre-job conference with M.C.M. Construction Co. out of Sacramento on two more bridge structures for the Guadalupe Freeway, which is a freeway to nowhere. We are very hopeful that this time this project can be put together completely within the very near future, and that the bridge structures are not the "bits and pieces" given at a time to stop the public from hollering for a while.

The Kaiser's Cost of Living problem that has been going on for a long time seems like it will be going on forever because no decision has

been reached yet and there's no word of when there will be, but we are still hanging in there and hoping something will come out of it soon.

Work on the Shoreline Park in Mountain View is really moving along, and it's proving that garbage can be useful and (believe it or not) even beautiful!!! The Shoreline Park is a project where the garbage is transferred from San Francisco to the area and buried. It is quite an operation. They have seeded some areas of the park with grass and they've got a couple of lakes on it. When completed it will house a couple of golf courses along with a park for the City of Mountain View. This operation is under the watchful eye of Wally Hobson and Dave McIntosh as Superintendent. Foreman on this project is John Kauhi. These men are doing a great job and at the same time they are keeping many operating en-

gineers busy. Steward on this job is Bill Dalton, who is doing a terrific job keeping the work lined out.

Get Yours!

Members and their families planning a trip to Disneyland or Disney World may want to join the Magic Kingdom Club first. A free membership card in the Club will take the edge off the costs of such a trip, by getting good discounts on tickets, and motel and auto rental savings. Write to Ken Erwin, Operating Engineers Local Union No. 3 474 Valencia Street, San Francisco, Ca. 94103, or call him at 415/431-1568 to obtain a membership card in Local 3's chapter of the Club, or for more information.

Marin To Get Water

By W. A. "LUCKY" SPRINKLE,
Assistant District Representative

Directors of Marin Municipal Water District approved a contract with the state and other water agencies to import water to Marin over the Richmond-San Rafael Bridge. It will cost about \$1.7 million to complete the water delivery system designed to be an emergency solution to Marin's drought problems.

The water will come from the State Water Project and delivery is scheduled for June at the latest.

As much as \$10 million worth of water will be fed through pipelines of San Francisco's Hetch Hetchy system through Hayward and finally through the East Bay Municipal Utilities District before it goes to Marin.

The bulk of the \$1.7 million will be spent on pipes for the project. Five powerful pumps will also be required to wheel the water across the bridge.

Plans are to lay 24-inch pipe across the bridge—probably on the top level and one lane of traffic will be closed indefinitely to accommodate the pipeline.

The work picture has not changed very much here in Marin since the last writing—a lot of small jobs in the area and not many big ones.

Quarry Products of Richmond have taken over Hein Bros. Quarry in Petaluma. Shamrock Materials have taken over Petaluma Ready Mix Plant in Petaluma.

C. R. Fedrick, Inc. was the lowest of 12 bidders for pipeline improvement in the south and central Novato areas. The improvements are to be financed under an Economic Development Administration grant which was designed to create local jobs.



Teaching Techs

By ART PENNEBAKER
Administrator,
Surveyors' JAC

When the Northern California Surveyors Joint Apprenticeship Committee Training Program was being designed, the most difficult decisions revolved around the question of how much and how far. There is a somewhat difficult line to draw between the necessary knowledge of a Certified Chief of Party and the L. S. when considering only survey work in the field. The same question has perplexed the State Licensing Board for some time. It appears that both entities have arrived at approximately the same conclusions.

The State Board that registers Professional Engineers and Licensed Land Surveyors in the State of California, has for the last few years divided its tests for Licensed Land Surveyors into two parts.

In general, the first phase tests the practical aspects of the surveying process and the second phase is more concerned with the professional and legal aspects.

Over fifteen (15) Local Union No. 3 Tech engineers who have participated in the N. C. S. J. A. C. Training Program have passed the Licensed Surveyor in Training phase of the State Board testing.

Because of the constant questions of applicability: Depth, breadth, understanding and usefulness, curricula material has been regularly re-evaluated and revised by the Joint Apprenticeship Committee.

For the last year, major re-evaluation and revisions have been in process. The Related Training Class Instructors have participated to various degrees, adding their experiences in actually using the material to the overall finished product.

Two of the workbooks have been completed. *Basic Surveying* and *Mathematics* are now on the shelf and are being provided to new trainees.

Advanced Surveying, by far the most technical workbook, is nearing completion. Fred Seiji has been working full time for the past few months on the project.

Fred is a member of Local Union No. 3, is a Certified Chief of Party, is a Licensed Land Surveyor in two states, is an instructor at Rancho Murieta Training Center and is a long time instructor of N. C. S. J. A. C. Related Training Classes.

Another long time instructor of the N. C. S. J. A. C. Related Training Classes also spent many hours away from his wife and children working part time on the overall revision project.

Elroy Rakstad is a member of Local Union No. 3, a Certified Chief of Party, a graduate of a four year teacher's college, has practical field and construction surveying experience extending over twenty years and is currently employed by the firm of Bissell & Karn. Elroy has passed his L. S. I. T. and is now awaiting the results of his Licensed Surveyor tests.

A short safety presentation has been prepared by the J. A. C. and is now ready for viewing. It is our understanding that the Union will be conducting special meetings during April and May for Tech Engineers and that the safety presentation will be a part of those meetings. (See *Talking to Techs.*)

The same production is being offered to the Individual Employers through the Association Chapters.

Very soon the Union and Employer will be sitting down at the bargaining table to discuss proposed changes to the Collective Bargaining Agreement. When those changes have been ratified, they will describe wages, fringes, working conditions, etc. that will concern Apprentices for some time to come.

The first stage of preparing for the bargaining sessions is to design the initial demand to be placed on the Employer. The Union is conducting several meetings for Surveyor members to discuss items to be included in the proposal. Every Apprentice is urged to participate in those meetings.

During the negotiation process, the age-old Union adage of "A good day's work for a good day's pay," becomes a powerful incentive leading to a mutually rewarding Collective Bargaining Agreement.

Knowledge and technical ability are readily attainable through the N. C. S. J. A. C. Training Program. Any Journeyman in the workpool may participate as an investment toward his future "... good day's work. . . ."

Dear Sirs:

I am currently enrolled in the Related Training Classes for Surveyors. I have been in the class for close to a year.

In November of 1976 I took the LSIT test, I was fortunate enough to have passed it. Most of the credit should go to my instructor and the school. I firmly believe that without either one I would have surely failed. . . . if I would have taken the test at all. The school had given me the chance to learn the things I didn't know, and refresh myself on certain things I did know.

Since the time I have been enrolled in the school, I have truly enjoyed the school. The school stimulates the mind; it gives the person a chance to use his mind to learn things about his profession he normally would not have a chance to learn, or would not take the time to learn.

I feel the school could and can upgrade the profession of Surveying, and improve the quality of the Surveyor in the field.

Someday I plan to take the second part of the test and I am positive this school will play a big part in how well I do on the test.

Thank you,
Lee H. Smithson
Murray M. Smith Engineers

Talking To Techs



MIKE WOMACK
Paul Schissler
Gene Machado

Many members from time to time ask what the work situation throughout Local No. 3 is like. Let's take a minute and break down the areas of dispatch for the year 1976. The general pattern should hold for the long haul: Oakland, 26.6%; San Jose, 17.0%; Sacramento, 14.7%; Santa Rosa, 9.3%; San Francisco, 7.1%; San Mateo, 6.2%; Vallejo, 4.8%; Stockton, 4.4%; Fresno, 2.9%; San Rafael, 2.9%; Modesto, 1.7%; Marysville, 1.7%; Kings Beach, Eureka and Redding, 0.0% respectively.

In the *Testing and Inspection Industry* work is slightly better than this time last year and the outlook is good. *Surveying* has picked up considerably and hopefully will continue, however, most of the work appears to be in housing, and with the water shortage this could pose problems. In the *drafting* area the boards are buzzing and no let up is in sight. Those in the *Non-Destructive Testing Industry* are finding an increase in all areas, particularly for radiographic and ultrasonic technicians.

In closing we would once again like to remind all the surveyors of the pre-negotiation meetings. The times and places are:

San Jose	Monday, April 11, 1977—Labor Temple, 2102 Almaden Road, San Jose
Sacramento	Wednesday, April 13, 1977— Rancho Murieta, Sloughhouse, CA
Oakland	Monday, April 18, 1977—Meeting Room 675 Hegenberger Road, Oakland
Santa Rosa	Tuesday, April 19, 1977—Meeting Room 3900 Mayette, Santa Rosa

Attn.: Mike Womack—

Mike, recently I passed the LSIT and wish to express my appreciation to all those who helped toward this realization.

Without a doubt, my success in passing the examination is due in large part to the Related Training Class for Surveyors. As a matter of fact, I could say without reservation that had it not

been for the Related Training Class I would not have passed the examination.

The most unbelievable part is that most of my friends I come across in the field don't even know that the class is open to Chainmen and Party Chiefs to upgrade their skills!

The curriculum is set up (and is currently being updated) so that those who are genuinely interested and willing to try could pass the examination by getting involved in the Related Training Classes. For those who are attending classes only for the sake of attendance, failure is almost a certainty.

To my knowledge there is no other single faculty for learning the wide range of material, short of attending college on a full-time basis.

Aside from the fact that the LSIT is the mandatory first half of licensing, the knowledge gained in the classroom has made me a more knowledgeable and productive surveyor. The end result is that I as well as my employer have benefitted.

It isn't a mere coincidence that all four of us from the Sacramento Class that took the examination were successful in passing. I hope that other areas within the Union have enjoyed the same results. I doubt that any other institution of learning could show the same remarkable rate of success.

Again I wish to thank the J.A.C. members for their efforts in attaining and maintaining the high standards of education which we presently enjoy. My special thanks to the Tech Engineering Department and especially Fred Seiji (our instructor) for encouraging me to take advantage of this educational opportunity.

Sincerely,
Cal Butler
Glenn Williams Eng. Co.
6020 Rutland, Suite 19
Sacramento, Calif.

Modesto Dist. Report

By JAY VICTOR,
District Representative

The activity in Stanislaus and Tuolumne Counties remains about the same as of this writing. The pre-job conference for the Parrotts Ferry Road Relocation was held March 11, 1977. The \$10,172,000 contract was awarded to S. J. Groves & Sons Co. and completion of the project is scheduled for September 1979. They will be employing approximately 20 Brother Engineers in the bridge and roadwork to be done on this project near Sonora. This project compares in structure to the Archie Stevenot Bridge completed recently on Highway 49.

In Stanislaus County some of the recent contracts awarded are as follows: Construction of a Motor Pool parking lot at County Center No. 3 in the amount of \$48,835 to George Reed.

Our dispatcher just walked by and suggested that I remind you to check those reregister dates on your registration slips so your name does not expire from the out-of-work list.

For those brother engineers laid up by the flu and assorted other illnesses this winter we wish you a speedy recovery. Also we wish to extend our heartfelt sympathy to the families of James Colwell and Reino Laitinen.

East Bay Report

By BOB SKIDGEL,
District Representative,
RON BUTLER,
Assistant District Representative,
GIL ANDERSON,
BUFORD BARKS,
BILL DORRESTEYN,
CHUCK IVIE,
JIM JOHNSTON,
DEWITT MARKHAM,
BOB MARR and
HANK MUNROE,
Business Representatives

Major industrial work of the type we remember such as the large plant expansion projects at Standard Oil, Union Oil and Shell Oil handled by Braun, Bechtel, Fluor, and other large national contractors is now almost non-existent in Western Contra Costa County. This is due to many factors, among which are the many permits required for the forty or so agencies which approve this type of work. Also prohibitive is the inventory tax every March. These plus the extremely hostile attitude of the state and national government to new industries has caused almost all the local businesses and industries to look elsewhere for either new plant construction or additions to existing plants. Thus, for the first time in over twenty-five years or so the highly industrialized area of Western Contra Costa has almost no new construction work at this time.

Every one of our local mechanical contractors such as Albay, C. Norman Peterson, G. P. Greer, Pacific Mechanical Corp. are down to a standby operation with almost all of their employees either off or working parttime. Hopefully President Carter and Governor Brown will see the handwriting on the wall and take action to stimulate new construction to alleviate our massive unemployment in the field.

Southern Alameda

In January I told you brothers that the City of Fremont had okayed 38 housing tracts. At this time, the total is now approaching 80. Most of these tracts are small in size, but altogether they total over 6,000 homes.

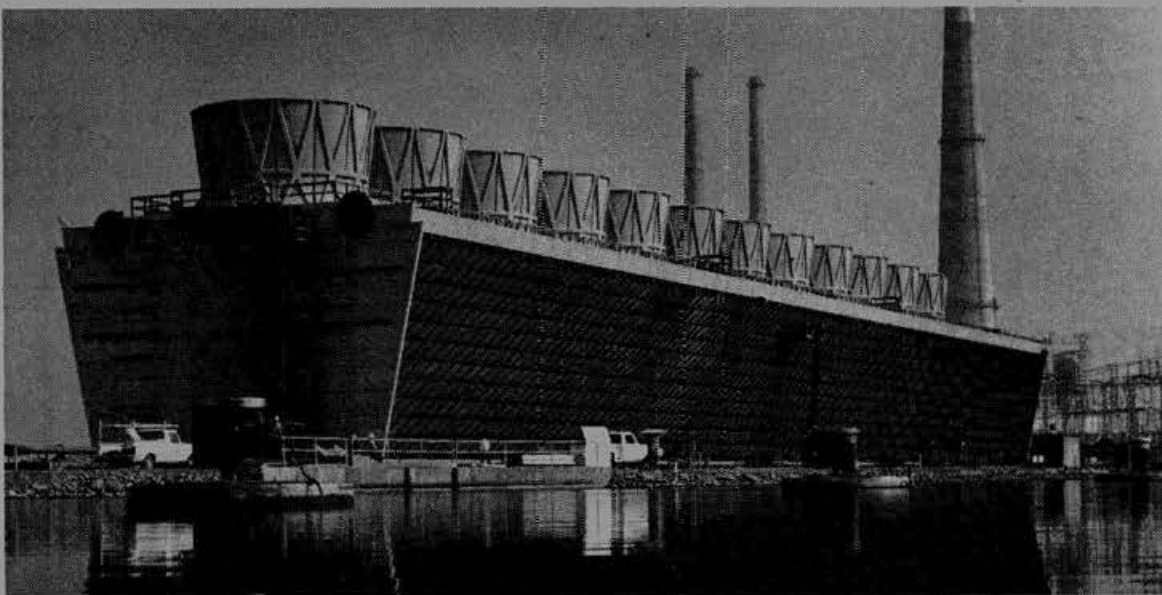
The biggest news out of Fremont is the settlement of the Northern Plain suits. Briefly, City Councilman Tony Azevedo (a Local 3 member) has negotiated a settlement with Jack Brooks of Citation Homes (formerly Singer Housing). The settlement will allow this project to get underway. I hope to be able to give you all the details at a later date.

The important thing to remember is that politics do work. Tony Azevedo was concerned about the future in the City of Fremont, which at the time had a no-growth council. Tony was elected in a very close race and thank the Good Lord he was because now the City Council has taken on a whole new outlook. If you brothers will take some of your time to help Tony and people like him, we just may be able to get everyone back to work.

Union City has a couple of subdivisions and school jobs working, but once again things will pick up here. They are getting ready to advertise for bids on their Civic Center project. This project is estimated to cost \$6-9 million.

A matter of great concern to us is the Foothill Freeway (238) which the Union City Council is trying to block. Hopefully some of you brothers will find the time and energy to let these Council persons know how important that job is, not only for jobs, but also from the safety standpoint. The more cars we can get off city streets the safer those streets are.

The City of Hayward has begun



THE SECOND of two PG&E cooling towers is nearing completion at the company's Pittsburg power plant. Local 3 operating engineers have been working on the sec-

ond tower of the \$13 million project for several months. When completed, the towers will cool heated water discharged from the plant's 272,000 kilowatt unit 7.

selling bonds for their part of the Super Sewer Project. In fact, on March 17, the City of Hayward is scheduled to bid a force main job which will eventually tie into Super Sewer.

The City of Livermore is very involved in fighting the New Town development. For all of you brothers living in that valley, please let your respective councils hear your support for this badly needed project. Once again we are talking about jobs, but also about critically needed housing.

Keep the faith brothers, the man says its gotta get better.

E. Contra Costa

The work picture in Eastern Contra Costa is looking up. As stated before, we have a lot of small jobs out around the county, plus Oliver DeSilva is getting a good start on the 12 tracts that A. D. Seeno Construction is planning on doing this year. The brothers have a lot of dirt to move, but the way they moved it last year it won't take them too

long. DeSilva should be proud of his crews and foremen. The whole bunch are dirt moving son-of-a-guns.

W. G. McCullough has a nice tract they're working on in Antioch. Also, McCullough has a few of Winston Jones' rigs running out there. It sure is nice having these good size spreads out running again.

The work picture looks just great in Eastern Contra Costa, "if we don't run out of water." At this writing the City of Antioch is considering shutting off the fire hydrants to the construction trades. If this takes place it will start a chain command that will end up with all cities doing the same. You can bet your Local Union is in there fighting for you with hopes of something good coming out of it.

Guy F. Atkinson has completed their contract on Highway 4 in Concord and have cleaned up and moved out. This was a good job for the members, plus the finished job looks great. This was a Class A job.

Sorry to see Guy F. move out. Hope they get another job around close, soon.

Peter Kiewit is coming right along on the Antioch Bridge. I've heard the rumble that Kiewit is one year ahead of schedule already. We have a great bunch of fellows on this job also.

Madonna Construction in Concord working on Highways 4 and 24 are moving right along.

Cranes

Crane work is still moving pretty well as of this writing. Still no big or long jobs right now. Most of the work is of short duration.

Art Reinholm is very busy and looks good for him the rest of the year.

Bean is doing a little hoisting at the Union Oil plant in Rodeo. They have a cable rig in there.

Bay Cities & Reinholm are just about finished at Mare Island. This is a nice job.



WITH SAFETY IN MIND

By JERRY MARTIN, Director of Safety

Think Safety Work And Play Safely

Jerry
Martin



Job Stewards Activated

Week Ending February 25, 1977

Dist. Name	Agent
01 Robert F. Gilman	P. Pruett
20 Kenneth Price	R. Skidgel
20 Charles F. Bay	H. Munroe
31 David Blake	J. Victor
40 Glen Bagley	W. Parker
80 Richard Covert	G. Morgan
80 Edward Magann	G. Morgan
11 Ted Dahling	C. Canepa
11 Beryl Farrell	P. Wise
12 Earl Jolley	R. Daugherty
13 Don Campbell	D. Strate

Job Stewards Inactivated

Week Ending February 25, 1977

Dist. Name	Agent
12 Thomas Opuolos	W. Lassiter
12 Albert L. Sagrillo	W. Markus

Safety Committeemen Activated

Week Ending February 25, 1977

Dist. Name	Agent
11 James Fristoe	D. Young
11 Darrell Pederson	C. Canepa
11 Marvin W. Solmon	C. Canepa

California Workers' Compensation and how it applies to a working person who has been injured on the job, has been amended by AB-3471.

This legislation as amended, (Labor Code Section 3713) now **REQUIRES INSURED EMPLOYERS TO POST (AT THE EMPLOYERS' OFFICE) THE EXPIRATION DATE OF COVERAGE AND THE TELEPHONE NUMBER OF THE OFFICE OF THE STATE LABOR COMMISSIONER.** This in effect is an invitation for any employee to call such a phone number (Toll Free) and to report the expiration of the employer's insurance coverage.

This Toll Free phone number will play a very important part of the program since it will also enable California employees to ask questions or register complaints about their workers' compensation benefits, rights and protections on a 24-hour basis.

Our Business Manager, Dale Marr, has put forth tremendous effort over the years to gain these kinds of benefits for the members of our organization to enjoy and our continued efforts have been an on going process to solve problems of this type throughout our jurisdiction.

We certainly hope this will be of assistance.

Workers' Compensation Benefits Include...

- **Medical Care.** All medical treatment required to cure the injury or illness—without deductibles or dollar limit. The employee should never see a bill, since all costs are paid directly by the employer's insurance company.
- **Rehabilitation.** If the injury or illness prevents return to the employee's usual job, the employee may receive vocational rehabilitation. Again, all costs are paid by the employer's insurance company.
- **Tax-Free Income.** Employees disabled by job-injury or job-illness receive tax-free income while unable to work. The payments are two-thirds of the employee's average weekly pay, up to a maximum set by State law. (Payments are not made for the first three days of disability unless the employee is hospitalized or unable to work more than 21 days.) Additional payments also will be made after the employee has reached maximum recovery if the injury or illness results in a permanent handicap. If the injury or illness results in death, benefits will be paid to the employee's surviving dependents.

If A Work Injury Occurs...

...you're automatically protected by workers' compensation insurance. California law provides certain benefits to employees who are injured or become ill because of the job.

In The Event Of A Work Injury...

1. Be sure first aid is given.
2. See that the injured employee is taken to a doctor or hospital, if necessary.
3. Report every injury IMMEDIATELY to your supervisor. Any delay in reporting an accident may delay workers' compensation benefits.
4. If you have any questions about workers' compensation, please see your supervisor.

Call Toll Free
800/652-1500



Drilling Agreements Reached

JACK BULLARD,
Assistant District Representative,
BOB FLECKENSTEIN and
DON INCARDONA,
Business Representatives

Well Drilling

More on the water well drilling agreements—Brothers, we have reached an agreement with Salinas Valley Pump & Drilling. We could probably have had a better helper wage rate, and at the end of this agreement that wage rate will be comparable to other water well agreements.

YOU Salinas Valley Pump Employees instructed me as your representative to propose a travel time work rule. You instructed me to do this by virtue of a *SECRET BALLOT* vote of 19-0. Within three days, three of you crossed the line and returned to work! I see no reason not to report the truth of our condition in this forum. I can't tell you who crossed; that I don't respect you, but I do NOT respect your actions in this instance. Others of you conducted yourselves with quiet courage. In the future, let us all help each other to gain the inner strength to back our own secret ballot votes. We'll do better next time.

Steward Bob Lindstrand is finally back at work, partially recovered from his jobsite injury at

Kaiser Natividad. He was injured for the second time on the same oil-slick deck of his rubber tired loader. Now he must run the primary crusher for almost \$1.00 less per hour, after all those months at home. Wife Josie had to go back to work during the injury period, with a new baby and a three-year-old in the house. The lower hourly rate he must accept; and reduced income from Workmen's Comp. while injured, tell a dismal story. The old IWW (wobbly) movement spawned a rhetorical question. The working man at 20 points to his head and body, and asks the Corporation, "What do you give me in exchange for the use of this machine that is in its prime producing years?" The Corporation answers "Why I give you oil and gas and water." Brothers, we need better repair/maintenance facilities when our machines are injured. We need a better garage when the corporation doesn't need us any more, too.

Steward Frank Keldsen, Graniterock Aromas Hotplant, takes wife Juanita two weeks to Hawaii for a honeymoon. It's time to, they're married five years! Short of time and money back then but long on love, they still are. Juanita brings lunch to Frank at work still! 18-year-old stepdaughter Ruth will chaperone in Hawaii. Now that's a fine story!

Graniterock Aromas members appealed the refusal of unemployment benefits during the picketing at Aromas Quarry/hotplant. As expected all claims were refused. Jack Bullard represented Local 3, with Local 3 House Counsel Larry Miller providing the guidelines. As we expected, all the appeals were denied at this hearing, as almost all appeals are. Following the decision to deny the appeals, we have since filed the further appeal, which was made before March 8. We certainly have no guarantee of winning on this subsequent appeal, as society supplies us with what appears to be a "stacked deck" stacked the wrong way. It is at these later appeals, however, that we have at least a much better opportunity to win. House Counsel Larry Miller has as good a "track record" in these matters as any labor attorney in the business, and we can be justly proud of his effort, win, lose, or draw. Jack Bullard will be the representative at this further hearing.

Jake Cramer of Salinas worked most recently with Granite Construction, Monterey Branch. John Douglas, Monterey Branch Manager, expressed appreciation for his work, so did Brother Danny Thomas, Superintendent. Jake hit the hospital for two weeks with a successful operation. He should be at work again as you read this.

Nevada Hotel Construction Up

By **DAVE YOUNG,**
Business Representative

In the Tahoe area, Schultz Construction is excavating for the Harrahs' expansion and Del Webb Construction is expanding the Sahara Tahoe Hotel Casino.

There are 40 Brothers at the Incline Village General Improvement District. Some are working in the ski area and others are in maintenance and the water purification plant.

Perata is still working on the Otto project at Incline Village.

Highway construction jobs have been awarded to Nevada Paving at Cave Rock tunnels for \$138,452.50. Also, the sewer line replacement at Incline Village on Village Blvd. has been awarded to Mandeville Construction Co. for \$1,722.90.

Del Webb will start new construction in downtown Reno on the underground parking area and is now in the process of securing permits for a new eighty to ninety million dollar casino.

Other new jobs in District 11 are construction of a storage yard fence at Hawthorne for the ammunition depot awarded to Tholl Fence for \$18,741.53.

C.H.S. Inc of Reno was awarded Phase I of the Truckee River beautification for \$149,983.13.

Widening, paving and construction of 400 feet of storm drains for Taxiway K at the Reno International Airport for \$18,803.20 was awarded to Gerhardt & Berry. Second bidder was Nevada Paving at \$18,948.10.

Installation of traffic signals at Kietzke Lane & Moana was awarded to Harker & Harker for \$46,560.00.

Grading and paving on I-80 at Vista & McCarran Hill was awarded to Nevada Paving for \$327,358.00.

Construction of Lemmon Valley Drive was awarded to Robert L. Helms Construction of Sparks for \$613,748.15.

New jobs awarded in Eastern Nevada are highway construction

on Highway 93, near Cherry Creek, awarded to L. A. Young of Richfield, Utah. Low bid was \$2,320,751.00.

Two jobs were awarded to Las Vegas Paving; the first being 11 miles of reconstruction of Lamoille Road for \$614,815.00 and the other being cement treating and paving of 9.7 miles on Highway 140 at Denio Junction for \$329,005.50.

Existing work in eastern Nevada has had a good season. Max Riggs has begun work on the Elko bypass, Jack B. Parsons at Silver Zone has worked all winter as had Robert L. Helms at Lovelock on the I-80 Lovelock bypass.

In Reno, the J. C. Penney warehouse at Stead, the M.G.M. Grand Hotel at Reno have been responsible for a large number of operators which is inconsistent for a Nevada winter.

Local 3 has been diligently working at organizing the new mill at Round Mountain, south of Austin. We recently notified the N.L.R.B. we wish to hold an election.



LEFT TO RIGHT: District Rep. Dale Beach, rank and file Executive Board member Ed Jones and President Harold Huston listen as Business Manager Dale Marr addresses the district meeting which was held recently in Reno.

Obituaries

Business Manager Dale Marr and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased:

Beecroft, Vernon (Terry Beecroft, Sharen Quickel, Karen Tennis, Daughters)	1-31-77
2685-68th Ave., Oakland, Ca.	
Brown, David (Geraldine, Wife)	2-17-77
5800 N. Virginia, No. 93, Reno, Nevada	
Dempsey, Wm. H. (Geraldine, Wife)	2-13-77
188 Martinez Rd., Woodside, Ca.	
Evans, Floyd H. (Elizabeth, Wife)	2-5-77
705 So. Redwood No. 11, Salt Lake City, Utah	
Faulconer, Roy (Lillie, Wife)	1-23-77
2072 Kirkland Ave., Napa, Ca.	
Francis, J. R. (Marie, Wife)	2-13-77
2701 Golden Rain 7, Walnut Creek, Ca.	
Hamilton, Jerry B. (Barbara, Wife)	1-23-77
13388 So. 1700 West, Riverton, Utah	
Hardin, Ernest (Della, Wife)	1-27-77
24474 Road 216, Lindsay, Ca.	
Hemphill, Bryan (Josephine, Wife)	2-22-77
P.O. Box 427, Pollock Pine, Ca.	
Hidalgo, Joe (Children)	2-19-77
440 San Margarita, Menlo Park, Ca.	
Hunt, Lee (Gutta, Wife)	2-3-77
3000-34th Ave., Sacramento, Ca.	
Jepson, Grant (Dorothy, Wife)	2-10-77
1618 Calvo Dr., Salt Lake City, Utah	
Johnson, B. A. (Jody Graham, Daughter)	2-3-77
38 Shasta Avenue, Carson City, Nevada	
John, Lee E. (Kathleen, Wife)	2-9-77
885 Jovine Rd., Sebastopol, Calif.	
Konze, A. W. (Florence, Wife)	2-3-77
Box 58, Iowa Hill, Calif.	
Lucey, John (Johanna Cullen, Timothy Lucey & Mary Trueb—Brothers & Sisters)	2-3-77
20 Fairmont St., San Francisco, Calif.	
Machi, Michele (Dahlia Gambuzza, Niece)	2-9-77
1952 Stockton St., San Francisco, Calif.	
Mangini, Ray (Dorothy, Wife)	1-31-77
231 Lewis Ave., Millbrae, Calif.	
Miles, Eldon (Donna, Wife)	2-18-77
1486 - 159th Ave., San Leandro, Calif.	
Morrisson, M. J. (Adrianne Zuerner, Daughter)	2-24-77
Lambert Lane Start, West Point, Calif.	
Pacheco, Henry N.	2-27-77
15961 Riverlands, Guerneville, Calif.	
Pedro, Joe (Marilyn Hill, Daughter)	2-20-77
2150 W. Park Ave., Napa, Calif.	
Pena, Leo (Lenore, Wife)	2-16-77
440 Park St., Salt Lake, Utah	
Pietrzak, Gary (Ruby, Wife)	2-11-77
466 Raymond Lane, Willits, Calif.	
Pratt, Arlie M. (Alyce, Wife)	2-10-77
1178 Lake Blvd., Redding, Calif.	
Puim, Edward (Shirley Harris, Mother)	2-21-77
423 Harris St., Rodeo, Calif.	
Slater, Lloyd (Marjorie, Wife)	1-27-77
9850 Farm Lane, Sacramento, Calif.	
Stark, Wm. P. (Helen, Wife)	2-3-77
2624 - 57th St., Sacramento, California	
Stone, J. N. (Helen Tocher, Sister)	2-10-77
P.O. Box 718, Hollister, Calif.	
Storm, Ralph (Charles Storm, Son)	2-22-77
P.O. Box 44, Soulsbyville, Calif.	
Temple, H. A. (William, Son)	2-11-77
11957 Kirkwood St., Hearld, Calif.	
Theodore, John (Emma, Wife)	2-16-77
6191 Alvord Way, Pleasanton, Calif.	
Venti, Rocchi (Virginia, Wife)	2-13-77
28833 Venus St., Hayward, Calif.	
Vierra, James O. (Violet, Wife)	2-1-77
1573 Kinooole St., Hilo, Hawaii	
Wilson, Horace (Mary Ann Miller & Irene Holland, Daughters)	2-23-77
75 W. 250 N Lot 10, Clearfield, Utah	
Wol, Stanley (Gladys Czubyrt, sister & Paul Czubyrt, nephew)	1-22-77
97 Summer St. No. 1, Adams, Mass.	

DECEASED DEPENDENTS FEBRUARY 1977

Floris, Nora—Deceased February 14, 1977
Wife of Albert Floris

GRIEVANCE COMMITTEE ELECTIONS

At its meeting on the 4th, the members of District No. 12 elected the following brothers to serve on its Grievance Committee for the ensuing year: Norman C. McDonald, Lynn T. Reese and Early Jolley.

At its meeting on the 5th, the members of District No. 11 elected the following brothers to serve on its Grievance Committee for the ensuing year: Claude McIntosh, Ken Jones, and Bob Baldwin.

At its meeting on the 10th the members of District 10 reelected the following to serve on its Grievance Committee for the ensuing year: Brothers Howard Seacord, Les Crane and Dean Harlan.

At its regular quarter membership meeting on the 22nd the District 8 members reelected the following to serve on its Grievance Committee for the ensuing year: Brothers Charles Brashears, Bill McHenry and Glen Roberts.

Swap Shop: Free Want Ads for Engineers

FOR SALE: 350 B JOHN DEERE 6-wa-dor, canopy, mod hitch & pto. Small lowbed w/diesel truck, several gradall buckets, 2 ea. diesel engines. John Shiedel, 4040 Bell Rd., Auburn, CA 95603; Ph. 916/885-1886 Reg. No. 1166-574; 2-77

FOR SALE: MALE IRISH WOLF-HOUND, 22 mos., \$350. 1968 Oliver OC96 Diesel track loader, \$7,600. Has new brakes, head & sybs, rebuilt. 1969 Ford one ton dump truck, \$3,750. 1972 Datsun 510 Sedan—a/c, mechanically sound but needs body work. Don Wise, 26700 Old San Jose Rd., Los Gatos, CA 95030, Reg. No. 1148422 Ph. 408/353-1612, 2-77

FOR SALE: 20 WOODED ACRES, Montana's best—elk, deer, trout country. Rivers, lakes, streams, one half to five miles from property. Exc. rds., underground power, phones: \$18,000. W.N. Stanley, 6047 Lucky John Rd., Paradise, CA 95969; 916/877-3147, Reg. No. 0630845, 2-77

FOR SALE: 1971 COACHMAN, 8' by 34 one half' with tip out. Storm windows, a/c: \$5,000. Adam Bickel, 868 S. Main St., Springfield, UT 84663, Reg. No. 0617980, 2-77

FOR SALE: 1972 INTERNATIONAL BACKHOE, No. 3616. Hydrostatic drive, 6-cyl. diesel eng., extras, like new. Must see. S. Diaz, 33105 9th St., Union City, CA. Ph. 471-1919, Reg. No. 0772806, 2-77

FOR SALE: 1968 MACK 2 AXLE, 84" SLPR cab, 130" wheelbase, 75 miles since out of frame overhaul. Model 1674-270 Cat. Diesel, 10 spd. Road Ranger, R 170 by 33 1/2 rear, tubeless tires, James Apao, 38708 Farewell Dr., Fremont, CA 94536, 415/792-2018, Reg. No. 0915-719, 2-77

FOR SALE: 1952 WILLIES STATION-WAGON, 4 whl dr., w 2 motors, 4 cyl. & 6 cyl. Good tires—\$750. Ph. 209/984-5716, Reg. No. 1054919, Thomas E. Spiller.

FOR SALE: 1974 HEAVY DUTY CHEVY 3/4 ton, pwr. bks., steering, tilt steering wheel, overload springs w/10" Alaskan Camper. Full price \$5,000. Ph. 209/984-5716, Reg. No. 1054919, Thomas E. Spiller.

FOR SALE OR TRADE: ACREAGE, farm type, 5 1/2 acres fenced, in Calaveras County, 60' by 80' dance barn, remodeled, 40' beer bar, many stools, tables, chairs. Huge round fire place: lighted stage. Two cabins—small vacant store with 3-bdrm living quar-

ters. Ideal family set up. Write Property, 223 MacArthur, Pittsburg, CA 94565, Reg. No. 0413422, 2-77

FOR SALE: 3-1/4 ACRES, beautiful wooded hilltop, 1700 ft. elev. 1/2 mile off hwy. 49, 9 mi. from Grass Valley. Full price: \$6,900. E. E. Norris, 760 Shell Ave., Martinez, CA. Ph. 415/228-7435, Reg. No. 0955107, 2-77

FOR SALE: COMMANDER MOTOR HOME. Must see to appreciate, fully contained Kohler light plant, a/c, furnace thermostat, shower, etc. R. B. Smith, 18496 Milmar Blvd., Castro Valley, CA 94546, Ph. 415/537-4521, Reg. No. 0449675, 2-77

FOR SALE: GRADING & PAVING BUSINESS, I am retiring, will send a list of all equipment. Wm. Vicerra, 1845 Cottle Ave., San Jose, CA 95125, Ph. 408/266-7980, Reg. No. 0260413, 2-77

FOR SALE: 1973 FORD LTD COUNTRY SQUIRE, station wagon, 400 cu. in. eng., p/s, p/b, belted tires like new, 52,952 miles, \$2,900. Make offer. M. Pantoja, 542 Irving Ave., San Jose, CA 95128, Ph. 408/286-5879, Reg. No. 0750523, 2-77

FOR SALE: INTERNATIONAL RED DIAMOND MOTORS, 6-cyl. reasonable. Garwood dump boxes and hoist: 12", 13" and 14" long boxes. L. Mulhair, 97 Southridge Wy., Daly City, CA 94014, Ph. 415/333-9006, Reg. No. 154371

FOR SALE: BEECHCRAFT SUN-DOWNER AIRPLANE, 1974, IFR equipped, auto pilot, centry 1 ADF—\$18,500. Ralph Leon, 426 Albemarle St., El Cerrito, CA 94530, Ph. 415/526-5116, Reg. No. 1440619, 2-77

MUST SELL: SMALL ORNAMENTAL CONCRETE BUSINESS, leaving state. Fully Equipped, will train: \$3,500 full price. A Rodriguez, 1851 Bellomy St., Santa Clara, CA 95050, Ph. 408/246-7848, Reg. No. 1022442, 2-77

FOR SALE: 1975 MF-30 TRACTOR/BACKHOE, 600 hrs.—\$11,000. New \$325 Fisher pipe fitter: \$200. Half Price: M/F No. 222 B/H Buckets, 2 ft., 18 in., 20 in.; M/F No. 185 B/H 2 ft., 3 ft. Socket set: 1/2 in., 3/4 in. New M/F front tire, wheel, W. McCroskey, 1225 Vienna Dr. Sp. 429, Sunnyvale, CA 94086, Ph. 408/734-4090, Reg. No. 1062-840, 2-77

FOR SALE: 1931 MODEL A FORD PICKUP, restored in 1976, \$5,000. Call 707/425-2377, eves or write Harry Syar, Rt. 1, Box 142, the Model A Ranch, 3-77

Fairfield, CA 94533, Reg. No. 0688955, 2-77

FOR SALE: WIL-MAC TRIKE, 2 yrs. old, 65 VW running gear, street licensed: \$2,500. H. A. Carlson, P.O. Box 282, Lucerne, CA 95458, Ph. 707/274-3342, Reg. No. 1466874, 2-77

FOR SALE: 5 ACRES large digger pine and oak trees, water, electric, telephone on dirt road property front. \$3,000 per acre. Vern Sorensen, 17871 Andrea Way, Anderson, CA 96007, 916-337-704, Reg. No. 0251990, 3-77

FOR SALE: 1973 Perris Valley Camper Overhead, Boot and window fits 6 ft. import truck bed. Tie downs and shocks, Exc. condition \$800. Vern Sorensen, 17871 Andrea Way, Anderson, CA 96007, 916-337-2704, Reg. No. 0251990, 3-77

FOR SALE: 72 JOHN DEERE 300 backhoe loader, 4,300 hrs. 4 buckets—12", 18", 24", 36"—\$8,500. Jack Hutton, 47B Joy Ave., Brisbane, CA 94005, 415-467-2729, Reg. No. 1562913, 3-77

FOR SALE: HVT DUTY SOCKET SET, 3/4 drive—7/8 to 2-1/2: \$200. Box-open end wrenches—1" to 1 1/2", \$50. Rubber raft w/15 hp motor, \$150. Benj. M. Arnet, 3000 Woodlawn Dr., Walnut Creek, CA 94596, Ph. 415-933-0857, Reg. No. 0791457

FOR SALE: 1975 Pace Arrow 20 FT. MOBILE HOME, sleeps 5. Low mileage, exc. condition—\$10,500. Vernon Clow, 191 Paddock Manor, Escalon, CA 95320, Ph. 209-838-3681, Reg. No. 11429-2, 3-77

FOR SALE: FRONT END LOADER, Walden 5000, 1/2 yard bucket, 4-wheel hydrostatic drive. Articulates and has 9 1/2 ft. lift, \$3,500. Ernest Landrum, 5033 Brian Ct., Fremont, CA 94538, Reg. No. 1230135, 3-77

FOR SALE: CAT 941 LOADER, power shift pedal steer, 4 in 1 bucket, ripper, medford canopy, 3,500 hrs.—\$20,000. B. Ginochio, P.O. Box 97, Soquel, CA 95073, Ph. 408-475-3014, Reg. No. 1451566, 3-77

FOR SALE: 1973 20' OPEN ROAD CHEVY MINI MOTOR HOME, dual wheels, new tires, good condition. Michael Hannagan, Rt. 1 Box 1048, Woodland, CA 95695, Ph. 916-662-1393, Reg. No. 1673629, 3-77

FOR SALE OR PURCHASE LEASE: 2 YD. STRAIGHT BUCKET 1150 Case loader crawler on street pads with rippers and dividing valve for backhoe. A-1 condition. Jerry Swinyer, 1609 Notre Dame Ave., Belmont, CA 94002, Ph. 591-1137, Reg. No. 0876195, 3-77

WANTED: FEMALE RHODESIAN RIDGE BACK DOG, Philip Estoll, 4525 East Baumbach, Acampo, CA 95220, Ph. 209-369-7873, Reg. No. 1-44249, 3-77

FOR SALE: 1957 Cont. Gradall, excel-

lent condition, 3 buckets, extra boom section, parts, valued at \$2,000. Include all for \$5,500. Horses—Appaloosa, quarter and mixed. Bob Cooper, 28305 Ave. 14 1/2, Madera, CA 93637, Ph. 209-674-8916, Reg. No. 1058389, 3-77

FOR SALE: 10 ACRES, fenced, 10x50 mobile home, good well, garden spot. Terraced flower garden and good road. Roscoe Pounds, P.O. Box 246, Garden Valley, CA 95633, Reg. 0367255, 4-77

FOR SALE: 17 FT. SHASTA TRAVEL TRAILER, completely self contained, with new self roll up awning, 1750 Watt power plant, fish finder and depth gauge, 11 inch rock slab saw. Albert Ford, 209/521-1432, Reg. No. 1042325, 4-77

FOR SALE: 10 YD. DUMP BOX, 14 ft. w/hoist and sub frame, Cat Grader, 8 ft. side shift mold board, J. Avella, 18 Thornton Ct., Novato, CA. Ph. 415/897-2527, Reg. No. 0964940, 4-77

FOR SALE: PERMITS—freight and dirt. Set of bottom dumps, Richard Harris, 763 Canterbury, Livermore, CA 94550, Ph. 415/447-2267, Reg. No. 0786950, 4-77

FOR SALE: 1/2 INCH TORQUE WRENCH, used once, best offer. Herb Neftstad, Reg. No. 0276799, Ph. 731-7607

COLLECTOR SEEKS BRITISH MEDALS and decorations. Highest prices paid. Example: Victoria Cross, \$1,000; British campaign medals from 1815: \$50 to \$250 depending on condition and year. Les Reeve, 302 E 29th Ave., San Mateo, CA 94403, Reg. No. 1051351, 4-77

FOR SALE: 1936 Packard 120 Coupe. Runs good, needs paint, body in good condition. \$3,500. Jay Shulthes, 393 West 200 South, Vernal, UT 84078, Ph. 801/789-1064, Reg. No. 0883689, 4-77

FOR SALE: 1975 MASSEY FERGUSON CONST.-30 TRACTOR, front end loader, Gannon drag scraper w/hydraulic rippers and adjustable wheels. Very low hours. Also, heavy duty rototiller, power take off, 1958 Chev water truck, 1,650 gal. oval tank. Call eves after 6 pm.

FOR SALE: APPROX 1/2 ACRE LOT in Redding, CA. Wooded area, capped well, sewer, gas, electricity and city water. Can be divided into two parcels. Also two smaller building sites in Redding area. J. Paulazzo, 275 41st Street No. 115, Oakland, CA 94611, Ph. 415/658-6539, or 415/658-3048 after 5 pm and weekends. Reg. No. 0865537, 4-77

FOR SALE: EL CAMINO PICKUP w/camper, 350 c.i. engines. Good Shape. Also, 16 ft. fiber glass boat w/canvas top, 40 hp motor, almost new trailer, all in good shape. Ray Woody, 460 N. Jefferson Street, Dixon, CA. Ph. 916/678-3268, 4-77

FREE TO RETIRED MEMBER WITH MOBILE HOME—generous space w/ utilities on Noyo River, in exchange for caretaker responsibility of small private campground in the redwoods. Joe Risch, Fort Bragg, CA 95437, Reg. No. 0395381, 4-77

FOR SALE: 12 GERMAN ANTIQUE DOLLS—\$90 to \$240. Collectable dolls—\$3 and up. French Bronze statue—\$1,000. French Provincial couch and chair—\$400. Drum table—\$250. Hand carved coffee table and two end tables—\$2,000. Portable B&W TV—\$50. Two silver and crystal lamps for \$150. Much more. Cecil R. Hollars, 211 Valencia, Fairfield, CA 94533, Ph. 707/422-1877, Reg. No. 1058704, 4-77

FOR SALE: TRANSFER UNIT (Sham Bang), 66 kw 12 wheel dump, 66 Reliance trailer, 318 Detroit Jake brakes—\$12,000; with PUC—\$13,500. 1973 Miller title equip., trailer, 32,000 lb—\$5,000. Financing available. Bud Kinney, Rt. 1, Box 438 T, Chico, CA 95926, Ph. 916/342-5863, Reg. No. 0879591, 4-77

RULES FOR SUBMITTING ADS

● Any Operating Engineer may advertise in 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.

● **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**.

● 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, California 94103. Be sure to include your register number. No ad will be published without this information.

Personal Notes

Marysville

Our deepest sympathies to the family and friends of deceased Brother Harold Hudson and to Brother Milton Dyrness on the death of his wife Nora.

Brother David Gibbons is currently in Fremont Hospital, Yuba City. We look forward to a speedy recovery and to seeing him up and about again.

Santa Rosa

Brother Earl Gates, retired, has spent considerable time in the hospital but is due to go home very soon and by the time you read this he probably will be home, recuperating nicely.

We regret having to report the death of several of our Brothers—Hank Pacheco, H. A. Temple, Joe Pedro and Gary Pietrzak. Our deepest condolences are extended to the families and friends of our departed Brothers.

Stockton

Brothers R. E. Sweet, Pat Azevedo and John Francis were either hospitalized or under a doctor's care last month and a speedy recovery is wished for all.

Our sincere sympathies are extended to the family and friends of departed Brothers Marshall Morrison, Ralph Storm, Fred Katarzy and Connie Memory, departed wife of Wm. Memory.

Reno

We are happy to report that Brother Jim Caton is home from the hospital and recovering nicely. He is still confined to his bed, however, and would like to hear from his old friends.

It is with great regret we report the passing of Brother David Brown, who had been employed at Basic, Inc. Our sympathy is extended to his widow and family.

Vallejo

Apprentice Steve Tavalero injured his back quite severely and will be on the "disabled" list for about six months. Take good care of yourself Steve and you may be back sooner.

Brother Burch, retiree, resting well after a bad stroke. His son Brother Bruce Burch reports his father is doing better. We all wish Brother Burch a speedy recovery.

Our thanks to Brothers Bradley Stringfellow and Bill Krajcirik. These two brothers are among the very few donating to our blood bank, so brothers, again I ask your help—please, you, or one of yours may one day be in need.

San Jose

We would like to express our deepest sympathy to the families of the following deceased members: (Mrs.) Pearl Schweiger, (Mrs.) Josephine Richardson, Charles Finnegan, Philip H. Calabrese, James N. Stone.

We would like to express our sincere appreciation to Brother Bob Sandow for his recent blood donation.

Utah Work Better Than Normal

By **TOM BILLS**,
District Representative, and
WAYNE LASSITER,
DON STRATE,
DENNIS WRIGHT and
VANCE ABBOTT,
Business Representatives

Work in Southern Utah is better than normal for this time of year due to the dry warm weather. However, if we don't get some moisture soon there won't be enough water for compaction and other needs. Several projects in this area were in dire need of water even last fall, so we certainly hope this condition improves in the very near future.

Construction on the Huntington Power Plant project has slowed down somewhat, but there should be work for most of the Brothers still on the job for the remainder of the year.

Work on the Emery Power Plant is still progressing, providing about sixty-five Brothers jobs through the winter. As the weather warms, some of the hands who were laid off earlier will be called back. There has been a delay on the second unit of the Emery Plant which was scheduled to start construction the first of March. Once again a needed construction project is delayed due to an environmental impact study. The study has been signed and sent to the printers, then it has to be held for forty-five days for public comment and then the Federal Government has to hold it for another thirty days for some reason. Jelco now estimates the second unit will start about the middle of May, 1977. Let's hope there are no further delays on this unit. Also as a result of

this delay, W. W. Clyde Company will probably have to cut back on their operators on the Emery project for awhile. They have their crusher working for Jelco at the Huntington project now and expect to be at that plant for two or three more months.

W. W. Clyde's job on I-70 at Clear Creek is working two shifts and keeping approximately thirty hands busy.

James Reed Construction from Murray, Utah has moved in on the I-15 job south of Beaver, Utah. The contractor is subbing all the crushing from Acme-Vickery for the project. The contract calls for 300,000 tons of concrete aggregate, road base and chips so it looks like they will be running two shifts for some time. James Reed also has the contract on a canal job in Washington County for the Warner Valley Irrigation Company. This has been good winter work for some Brothers. The contractor expects to have this project completed about the end of March.

We had hoped with the new Federal Administration we would see a lot of badly needed projects get started this year. However, as yet we haven't seen much activity on the Utah Department of Transportation agenda.

Fluor Engineers and Constructors is in the final phase of the job at National Lead, Rowley, Utah. There is approximately two months' work left for the eight Engineers working twelve hour shifts to meet the deadline for completion. Ershig Inc. is replacing the liner of the stack which was destroyed by fire last January. Kellogg Company is also a subcontractor supporting the installa-

tion of the liner. Dicino, a local contractor, has negotiated with National Lead for a maintenance contract to complete the operation and maintain the plant.

Christiansen Brothers have had a good job at the Brigham Young University, keeping a full crew working all winter.

Organizing

A successful organizing campaign has been completed at the Anaconda Carr Fork project near Tooele, Utah.

Operating Engineers Local No. 3 and Laborers' Local No. 295, in a joint petition, received the majority vote in an NLRB election held March 8th.

This was a vital election as there is a projection of six hundred to eight hundred employees within two or three years and could possibly be the largest single unit in the jurisdiction of Local No. 3 consisting of underground miners, mill hands and maintenance personnel.

Four shafts are currently under various stages of completion as well as some surface facilities. The mill is scheduled for construction later this year.

Anaconda is essentially an underground operation with ore being mined and crushed at depths in excess of 3,000 feet below the surface. Concentration will be at the mine site with the final product being shipped to Montana for smelting.

This mine and mill operation should provide long time employment for many people and will be a great economic boost to this area.

We are grateful to all those who worked so hard to win this election.

1977 SCHEDULE OF SEMI-ANNUAL MEETINGS

Location: Masonic Auditorium, 1111 California St., San Francisco, Ca.
 Dates: Saturday, Jan. 8th (1:00 p.m.); Saturday, July 9th (1:00 p.m.)

DISTRICT AND SUB-DISTRICT MEETINGS

APRIL	10 Stockton, Tues., 8 p.m.
5 Eureka, Tues., 8 p.m.	17 Fresno, Tues., 8 p.m.
6 Redding, Wed., 8 p.m.	24 Sacramento, Tues., 8 p.m.
7 Marysville, Thurs., 8 p.m.	JUNE
13 Honolulu, Wed., 7 p.m.	3 Provo, Fri., 8:00 p.m.
14 Hilo, Thurs., 7:30 p.m.	4 Reno, Sat., 8:00 p.m.
27 San Francisco, Wed., 8 p.m.	9 Ukiah, Thurs., 8:00 p.m.
MAY	16 Watsonville, Thurs., 8:00 p.m.
5 Oakland, Thurs., 8 p.m.	

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.	Fresno, Engineers Bldg., 3121 E. Olive St.
Eureka, Engineers Bldg., 2806 Broadway.	Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Redding, Engineers Bldg., 100 Lake Blvd.	Salt Lake City, 1958 W. No. Temple.
Oroville, Prospectors Village, Oroville Dam Blvd.	Reno, Musicians Hall, 124 W. Taylor Street.
Honolulu, Washington School (Cafetorium), 1633 S. King St.	Marysville, Piper's Opera House, 220 Carriage Square & Palora Ave., Yuba City.
Hilo, Kapiolani School, 966 Kilauea Ave.	Watsonville, Veterans Memorial Bldg., 215 Third.
San Jose, Labor Temple, 2102 Almaden Rd.	Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Stockton, Engineers Bldg., 2626 N. California.	Provo, Carpenters Hall, 600 South, 600 East.
Oakland, Labor Temple, 23rd & Valdez.	Ogden, Ramada Inn, 2433 Adams Ave.
Sacramento, CEL&T Bldg., 2525 Stockton Blvd.	

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On Brown Appointments

Many Are Called, But Few Are Chosen

A prophet is always without honor in his own country and particularly when his prophecies are critical of those in power. In the days of the ancients, the messenger bearing bad news was automatically killed by the king. Yet, St. Paul says in Corinthians, Chapter 12, Verses 2-10:

2 Ye know that ye were Gentiles, carried away unto these dumb idols, even as ye were led.

4 Now there are diversities of gifts, but the same Spirit.

7 But the manifestation of the Spirit is given to every man to profit withal.

8 For to one is given by the Spirit the word of wisdom; to another the word of knowledge by the same Spirit;

10 To another the working of miracles; to another prophecy; to another discerning of spirits; to another divers kinds of tongues; to another the interpretation of tongues.

So, I guess, since "many are called and few are chosen," I have to take my chances and prophesy that the first Secretary of Labor for the State of California, Don Vial, will prove a complete disaster for the trade union movement.

Back in the transition days of the Brown Administration, four or five of this state's top labor leaders met in San Francisco and agreed that it would serve labor and the best interest of the state if the unwieldy Department of Agriculture & Services created under Governor Reagan was broken up and Labor given cabinet status and title change approval by the Senate for a State Secretary of Labor.

After a short discussion, the name of an outstanding, nationally known and highly respected labor leader emerged. General consensus was that he might be available since he was a Californian. Contact was made and a meeting set up between he and the governor. The meeting did not materialize for reasons still confidential.

In the meantime, impetus and priorities changed and personal ambitions prevailed. The whole project went on the back burner and the fallback position was a search for a director of industrial relations. Vial emerged as a viable candidate, even though he was not well known, except by one of the Labor hierarchy, and not from Labor rank-and-file. Since there was no other mutually acceptable candidate, he got the endorsement and the job.

History won't accurately record what happened next, except in this column. Rose Bird, now Chief Justice of the California Supreme Court, ostensibly sent in to dismantle Agriculture and Resources as its director, did no such thing. The department was used as a proving ground for the Agriculture Farm Labor Bill credited as "landmark" to both Bird and Brown, with Vial making "an invaluable contribution." There were other and far more vital architects who have since fallen on hard times.

Force Account

(Continued from Page 2)

the work. But until now, we weren't sure how much. Public agency construction is depriving union labor of the right to earn a fair wage in the trades in which they are trained, experienced and skilled.

"These public agencies are making a mockery of the law by circumventing it with questionable practices and cost cover-ups. They jeopardize the public's safety and welfare with work which does not always meet the highest professional standards."

Marr indicated that current research into "force account rip-offs" have only scratched the surface, "we are only seeing the tip of the iceberg at the moment."

Marr also said that "we will be seeking the help of both the Brown Administration and the state legislature to rip away the mask of confusion and waste of taxpayer dollars that protects force account spending from the public eye."

Editor's Note: Next month Engineers News looks into the high cost of health, welfare and pension benefits for government employees.

A POLITICAL ANALYSIS

Art Of The Possible

BY KEN ERWIN



Yet new state Labor Secretary Don Vial has proven his staying power and emerged the third toughest Roman of them all. His reward, cabinet level status by executive memo with the plum of being the first state secretary of labor of the nation's most populous state. True, the Senate must go through the motions of approving an official title change if the governor can't make the change administratively, a move that Governor Brown will make just as soon as he determines there is no real opposition to the changes announced last week.

This is the age of "two-turtle politics" where the first turtle sticks out his neck a bit to see if it's going to rain. Seeing no rain, he advises the second turtle who follows to a point. The second turtle is always a safe inch or so behind the first, so that if the storm should break he can ease back, leaving the first turtle to absorb the initial thunder, lightning and hailstorm. The second turtle then emerges in the sunlight to congratulate the first turtle for his courage, but also to remind him who is the real boss while pointing out his program is not acceptable.

In this case, the firestorm could come if the Senate carefully examines the new state budget for what was formerly Agriculture and Resources. Not only will they find a costly increase overall, but an unbelievable duplication in resources and personnel. Little of this extravagance is devoted to providing the trade union worker with an answer to unemployment. Most of this cost across the board will be spent on salaries and administrative costs for enforcement of social programs. Programs aimed at transforming campus intellectuals into high-priced and tax paid bureaucratic activists.

Vial and Brown are playing "two-turtle politics" in this instance and unless organized labor stirs up a storm—a campus intellectual turned labor statistician, turned bureaucrat will become California's first Secretary of Labor.

Sic transit gloria mundi.



Seen on the Message Board at recent federal agency hearings on Auburn Dam in Sacramento: "Jerry Brown, call God!"

A bearded iron worker, commenting on the piping of Alameda County water to Marin: "If I were the Black Panthers' Elaine Brown, I'd demand a low cost black housing project in Ross before they would get a damn drop of water!"

Archie Sorenson on President Carter's ability to cut out all of California's water projects and then have Jerry Brown to the White House for dinner: "Heck, he's an expert in dealing with peanuts!"

Cat skinner on labor support for politicians: "I've always been a little above and below old Sam Gompers. He said support your friends and ding your enemies. I say do both of them in and take what's left."

Labor relations prof on Berkeley's growing influence in state politics and policy: "Well, we might have lost the dirty word battle, but with a Berkeley Brown as Governor, a Berkeley Bird as Chief of the State Supreme Court and a Vial of hemlock for labor, you can bet we are not going to lose the war!"