

A LOOK AT OBAYASHI'S TUNNEL JOB ON PAGES 8-9



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Labor's role in synfuels program

At a recent synfuels conference in San Francisco, Local 3 Business Manager Dale Marr spoke on the role that labor will play in this wide reaching program that will provide billions of dollars in construction work. A transcript of his comments begins on page 2.



Utah Legislature forces repeal of Davis-Bacon, despite huge protest

By James Earp
Managing Editor

Chanting "veto-veto-veto" and carrying signs like "We'll Remember You in '82," more than 6,000 building and construction tradesmen—many of them Local 3 members—jammed into the Utah State Capitol this month to protest the state Legislature's passage of a law repealing the state's Little Davis-Bacon Act.

The crowd, wearing their work clothes, crammed into the Rotunda shoulder to shoulder and six-deep along the railings to hear a string of speakers dispense venom toward the two-thirds Republican majorities elected last November to the state Senate and House. Many of them had taken a half day off work to be at the capitol.

Local 3 District Representative Les Lassiter told *Engineers News* on the day of the rally that many union contractors had cooperated in letting their crews off. "They realize as well as we do that repeal of this law will only give the scab contractor a greater advantage," he stated.

Senator Francis Farley (D-Salt Lake City) addressed the rally and, pointing to the Senate chambers declared: "One third of those men in there are millionaires. They don't care."

Eddie Mayne, president of the state AFL-CIO, criticized the Legislature for having no compassion for the working men and women of the construction industry in repealing a law that had protected their wages for years. The law requires the payment of prevailing wages on any construction project receiving state funding. More than 40 states throughout the nation have similar laws.

A chorus of cries like "send 'em home" or "recall 'em all" echoed through the building as Mayne spoke. "The taxpayer of Utah has taken it in the shorts this legislative session," Mayne declared. "We're the working families of Utah and damned proud of it."

Responding to what may well have been the largest rally ever to congregate in the halls of the capitol, Utah Governor Scott Matheson on March 2 vetoed HB1, just as he had done on a similar measure passed by the Legislature two years ago.

"I'm convinced that repeal of

this law is not in the best interests of the working people in the trades whose skills are essential for a vigorous construction industry," Matheson stated in a brief message while signing the veto. "The vitality of that industry and the people who work in it must be protected if we are to ensure a diverse as well as dynamic economy in Utah."

In later statements, the Governor added that this bill is untimely under current economic conditions. He concurred with organized labor's contention that repeal of the prevailing wage law will lower wages for about 30,000 construction trades workers in the state.

Despite the Governor's objections to HB1, the Utah Legislature on March 3 voted by a two-thirds majority to override

his veto of HB1. The override vote was 50-24 in the House with only a handful of Republicans joining the Democrats in support of the Governor's veto. The Senate voted 21-7 to override.

Rep. Haddow, who authored the bill and was the recipient of much of Labor's criticism, rationalized that perhaps the 6,000 tradesmen at the rally had "misinterpreted" the Legislature's intent. The GOP, he said, is trying to "help" the economy by doing away with "taxpayer subsidies" for the prevailing wage requirement.

However, Rep. Donald Strong from Springville, also a Republican had a different feeling. The override vote "is like

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Thousands of building tradesmen converge on Utah's Capitol Building in protest of the Legislature's repeal of the state's prevailing wage law.

EPA funding freeze sparks new look at inspection bill

In an apparent attempt to nullify a certain EPA freeze on \$850 million in sewer and highway projects throughout the state, the Legislature is once again considering the latest in a long line of annual vehicle inspection bills.

The action comes in the wake of the U.S. Environmental Protection Agency's stand that annual testing is needed in five urban areas of California to meet requirements of the federal Clean Air Act. The Legislature has repeatedly defeated attempts to pass such legislation in the past, at first guessing correctly that President Carter would not impose severe sanctions in an election year, and more recently hoping that Reagan would ease or repeal the penalties.

However, on February 23, the Supreme Court ruled that the EPA may withhold federal funds and construction permits from California until the state adopts an auto emission inspection program.

Local 3 Business Manager Dale Marr stated that the construction industry has yet to feel the full brunt of the EPA freeze, because most of the contracts that are affected are not scheduled to go to bid until later in the spring.

"With the Supreme Court ruling and the new construction season gearing up, it is absolutely essential that the Legislature pass a bill that will satisfy the EPA's annual vehicle inspection requirement," Marr stressed. "There are a number of major highway contracts coming up, including the Grove-Shafter freeway in Oakland that will not go to bid if the Legislature does not act promptly."

Feeling the EPA's pressure, the Senate Transportation Committee on March 3 voted 7-1 to approve SB 33 by Senator Robert Presley of Riverside. The bill would authorize annual smog inspections for most cars and light trucks in the San Diego, Los Angeles, Fresno, San Francisco and Sacramento areas.

The bill, heavily rewritten before the March 3 hearing, would use local service stations, garages and perhaps some state inspection stations to test 1960 and later model cars and light trucks to ensure that they meet emission standards.

The inspection program, to be phased in over three years starting in the summer of 1983, would set a

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By DALE MARR, Business Manager

LOOKING AT LABOR

(Editor's Note: The following is a speech given by Dale Marr to a national Synfuels Conference Feb. 20 at the Fairmont Hotel in San Francisco.)

Right now the United States is caught in the middle of a World War. It is a war in which we are being attacked daily, but we are not defending ourselves. It is a war in which we have the weapons within our grasp, but we are not deploying them. It is a war in which the Congress has made formal declarations, but we are not mobilizing. It is a war that we are so far losing.

The war I am talking about is the energy war. It is truly a war of world wide proportions. It is a war that has been instigated by an enemy alliance known as OPEC, and they are beating us with weapons and technology that we furnished to them.

The casualties arising from this conflict have been enormous, but they are trivial compared to what lies ahead if we do not take action. These casualties have taken the form of lost jobs, intolerable inflation, reduced mobility. They portend a future where living standards will deteriorate and dreams of a better life will shatter and ultimately fade.

Is it possible that we could face this

economic bondage so apathetically? Are we willing to give up so easily all that our great nation has struggled, worked and fought for for over two centuries? It seems hard to believe such a proposition. But the facts speak for themselves:

Today we are consuming 17 million barrels of oil a day, nearly half of which we buy from OPEC. The price of that oil has risen 900 percent in the last seven years. Those price increases have wreaked havoc on our economy. Even worse, they were not generated out of classical "supply and demand" forces, but by a calculated, price fixing strategy of the oil exporting nations.

Americans, demonstrating their ability to cope temporarily with this intolerable energy crisis, have begun to conserve. There is more carpooling and use of mass transit. We are turning down our thermostats in the winter and foregoing air conditioning in the summer. But these tactics are not sufficient. They are equivalent to using World War I armaments to fight a modern war. We can stave off disaster momentarily with conservation, but we cannot win.

How can we win? The answer to that question is the subject of this two-day conference. The secret to our

"We are not in the business of lining the pockets of business executives with corporate profits at the expense of representing our own members. If we become involved in supporting a construction project or legislative program, it is because we expect to generate jobs for our members."

energy independence through the next couple of decades lies in a determined, well-coordinated effort to develop a synfuels industry.

I have been asked to address Labor's role in this monumental undertaking. Ours is a crucial role. Without the help of the men and women who form the working rank and file of this nation, the synfuels program cannot succeed. The financing of this great program may be accomplished by a handful of business executives and entrepreneurs. But the nuts and bolts of this program, the design, the construction and the operating of the facilities, and even much of the political pressure, will

be carried out by tens of thousands of middle income working people whose main concern is to carve out a little better life for themselves and their families.

This is where the Labor movement comes in. As the business manager of the country's largest heavy construction local union, I have a little experience in not only representing our 35,000 members, but in dealing with business leaders, bureaucrats and politicians—sometimes as allies, other times as adversaries. Representatives from all of these sectors have repeatedly sought our help in support of various construction projects and programs. They have done this because we, like they, have a vested interest. Projects such as the alternative fuels program translate into thousands of jobs for our members. And jobs are the lifeblood of the trade union movement.

You might think then, that labor and business should encounter no real obstacles in working together on the synfuels program. But let me say at the outset that there are a number of basic issues that must be understood if we are going to work together successfully. Business leaders don't like to talk about some of these

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Building Trades seek resolution to disputes

Building trades unions will seek to resolve a greater share of their jurisdictional disputes through direct on-the-spot or union-to-union settlements reserving the more formal disputes settlement procedure for those issues that cannot be more simply resolved.

The 15 union presidents who make up the governing body of the AFL-CIO Building & Construction Trades Dept., agreed to continue

to explore pragmatic approaches that would lead to earlier-stage settlements.

BCTD President Robert A. Georgine said the consensus was that the present impartial board for the settlement of jurisdictional disputes serves an essential function, but that agreements worked out directly by the parties closest to the situation are generally preferable.

Former Labor Sec. Ray Mar-

shall, in his professional role as an economist, discussed with the building trades presidents the outlook for the economy as he sees it. Marshall expressed concern that a "supply-side" economic strategy will push up the already high level of unemployment.

Another speaker during the three-day meeting was California's Director of Housing & Community Development I. Donald Turner,

who described the state's experimental "equity sharing" program to assist first-time, moderate income homebuyers who otherwise would be unable to afford a home.

The demonstration project allows the state to purchase a "share" of the home, up to 49 percent of its cost, thus reducing the mortgage burden and down payment. When the home is eventually resold, the state claims its share of the proceeds including any profits from appreciation of value.

The demonstration project, helped by a federal grant as well as state funds, is now limited to families below the median income level who are facing displacement from rental units because of condominium conversions.

Turner told the building trades leaders that he hopes for private-sector funding to expand the program to reach a larger number of "frustrated home buyers."

The BCTD governing body also heard a report on another type of co-venture between government and the private sector.

The department gave its endorsement and urged its affiliates to support the Building Arts Museum which Congress has authorized to be established in one of the historic structures of the nation's capital, the former Pension Building.

Georgine is vice president of the board which is planning the project, and Bricklayers President John T. Joyce is one of the directors.

The museum will spotlight the history and development of architecture and building construction.



IUOE General President Jay Turner and Local 3 Business Manager Dale Marr meet with newly appointed Labor Secretary

Ray Donovan at a recent Freshman Legislator's evening sponsored by the International.

PROJECT

Water future looks dry

A shortsighted water policy may precipitate a water scarcity rivaling the energy crisis in its intensity, says former Water and Power Resources Service Commissioner R. Keith Higginson. Higginson says water resource management should be the new goal of WPRS. But, he says, in the rush to conserve water and cut government spending, the U.S. should not discount the need to develop new water projects. Currently, the agency has a \$13.5-billion backlog of projects—most of which won't be funded anytime soon. Yet, Higginson maintains, the future water needs of the western U.S. will not be met without comprehensive planning now.

Higginson's proposals for action reflect Carter administration water policies of the past four years. He favors revising cost-benefit formulas, requiring beneficiaries to pay some or all of project development costs and encouraging development of low-head and small-scale hydro potential in WPRS's 331 dams. A recent agency study has identified 200 of these dams as suitable for retrofitting with powerplants; another 51 already have powerplants. Retrofitting, says Higginson, should be done whenever possible by nonfederal entities, most likely by local irrigation or water districts. Current WPRS policy allows development of any site as long as the powerplant does not interfere with the current use of the dam or water and the developer agrees to pay a federal user charge of 50% of the net revenues derived from the sale of the electricity. So far, however, WPRS has received no applications to retrofit powerplants on any of its dams. Finally, WPRS will attempt in the next year to make 318,000 acres not now needed available for use by the public.

Pipe paving-train wins job

A California contractor dropped \$635,000 under the second low bidder for rehabilitating 30 miles of San Francisco's 78-in.-dia Hetch Hetchy water line by using a mini-paving train that moves 1,000 ft a day placing latex mortar on the eroded invert. Hood Corp., Whittier, Calif., was awarded the \$3.4-million contract last June and expects to finish work this month, a month and a half ahead of schedule. The paving train, developed by Mainlining Service Co., Elmira, N.Y., was used on a 22-mile section of the concrete-lined steel pipe where only the invert had deteriorated. On an 8-mile section where the entire lining was in poor shape, Hood's crews removed the existing concrete and relined the pipe with cement mortar.

The electrically powered train reinforces the abraded lining of the water pipe by placing a 1-in.-thick, 30-in.-wide latex-modified mortar strip on top of it. The original 1/2-in.-thick concrete-mortar lining is first broom-cleaned and moistened with a primer mixture of water and latex mortar. The wheeled train consists of a screed fitted with a high-frequency vibrator, a lining feeder, and a sled for two finishers. A "speed buggy" supplies mortar from a mixer stationed at the nearest opening—about every 1,200 ft. On the 8 miles Hood relined, crews removed damaged lining with hand tools. The new 1/2-in.-thick coating was applied by a pipe-lining machine.

The 78-in.-dia water line, built in 1968, is one of three 47-mile-long steel pipes supplying San Francisco water from its Hetch Hetchy Reservoir in Yosemite National Park. The western 17-mile section of pipe, shop lined with coal tar enamel, is still in good condition, according to Raymond G. Miller, senior civil engineer for the city-owned Hetch Hetchy Water and Power Co., San Francisco.

Pipe laid on automatic

An automated trenching, pipelaying and backfilling system developed for a \$6-million California drainage project got the contractor off the job three months ahead of the schedule for placing 72.5 miles of open-joint pipe. Perini Corp., Framingham, Mass., created the hybrid machine by designing a pipe-placing shield and mating it to a trencher connected to a 50-ft conveyor for spoil. In a continuous operation, pipe sections are placed in the trench, held in place while the trencher advances 4 ft, and then surrounded by gravel as the next pipe section is delivered. Excavated material is removed by conveyor as the machine advances.

The 10 to 24-in.-dia unreinforced concrete drain system, placed 9 to 13-ft below grade, connects with existing perforated plastic pipe grids that collect saline groundwater and funnel it into the Water and Power Resources Service partially completed San Luis drain. Both drainage systems are early units of a controversial system proposed by WPRS to remove saline water from the San Joaquin Valley—one of the most agriculturally productive in the U.S. High brackish water tables now underlie about 400,000 acres of San Joaquin Valley farmland and ultimately nearly one-fourth of the 4.5 million acres under irrigation may be affected. The water collected in the existing drainage grids will flow through the completed section of the San Luis drain and be evaporated in Kesterson Reservoir, near Gustine, Calif.

put the squeeze on a tunnel boring machine 1.4 miles into the outer portal where it still remains today. A new contract to complete the job could be ready for bid by April. And it may be the first fixed-price negotiated contract with an incentive provision awarded by the Water and Power Resources Service (WPRS), according to Albert H. Pfeifle, contract officer for WPRS's upper Colorado region.

By negotiating a contract based on both the bid and the contractor's technical ability and by assuming more of the responsibilities of an owner, WPRS hopes that contractors will bid without adding many contingencies. The estimate in 1979 for the tunnel was \$27.8 million. Completion is now estimated to cost \$30 million to \$45 million, according to WPRS. One hitch for contractors may be figuring out a way to remove the laser-guided mole

Convention hall to get underway

March 19 is the date set to open bids on the \$33.3 million Oakland Convention Center project. Scale model shows the center at left and the \$44 million Hyatt Regency Oakland at right. Construction work on the center is expected to start before June 1, with completion set for November of 1982.



Proposed highway bill may not move this year

The Department of Transportation completed long-awaited highway reports just as the Carter administration departed, and it sent Congress legislation based on their recommendations. It provides for a five-year highway authorization from fiscal 1982 to 1986 that would average \$11 billion annually. The bill calls for redefining the Interstate program so that it can finally be declared completed in the near future, and it reduces total funding categories to six.

The only Interstate authorization remaining, for upgrading existing sections, would go from the current \$275 million to \$1.4 billion for fiscal year 1982, increasing to \$2.4 billion by 1986. There still would be a primary road category, while all others would be consolidated into two main programs: rural and urban, on the one hand, and safety, on the other. Bridge replacement and rehabilitation is the sixth category. As for financing, the bill would retain the Highway Trust Fund and extend it to Sept. 30, 1987. It proposes increasing the federal road fuel tax from four to 14 cents a gal, but with only six cents earmarked for the fund. In addition, the measure would increase taxes on heavier trucks since their use results in more costs to maintain the system.

Even with the draft measure in the hopper, indications are that Congress may not take up long-range highway legislation this year. First, the House Ways and Means Committee must deal with the fate of the trust fund, due to expire at the end of this fiscal year. The delayed biennial report on the conditions of highways charges that state and local jurisdiction are opting for short-term highway improvements. "There is growing concern that, because of deferred capital improvements and maintenance, our highways are deteriorating," says the report. For 1980-95, the report estimates that the total investment needed just to maintain current conditions on all federal-aid highways will be up to \$190 billion, including an average annual federal cost of as much as \$6 billion.

New contract may free mole

Difficult rock that in 1979 stopped work on an 8-mile water tunnel for the Central Utah Project has led the Water and Power Resources Service to consider awarding its first negotiated contract with an incentive provision to complete the job. Progress on the Stillwater Tunnel halted and the joint venture contractor stopped work when swelling black shale

stalled in the 9-ft 7-in.-dia. tunnel. It may be possible to remove the precast concrete tunnel liner segments and back the mole out of the tunnel, says Pfeifle. The \$1.3-million mole is owned by WPRS, purchased from the original contractor, a joint venture of Harrison Western Corp., Lakewood, Colo., and John W. Cowper, Buffalo, N.Y. The joint venture firm asked WPRS for a "termination of convenience" in 1979 after encountering site conditions not covered by the contract specifications.

Brentwood area pumps planned

The East Bay Municipal Utility District is planning a \$3.8 million emergency pumping station east of Brentwood as an "insurance policy" against a Delta flood disrupting its normal water supply. The EBMUD board of directors ordered its staff last month to prepare plans for the pumping station near the water district's aqueducts at Orwood Tract, and to prepare specifications for bids. If the board should decide to go ahead with its plans, the foundations for the plant would be built and the necessary equipment purchased, so the plant could be fully constructed and operating within two months of an emergency, according to David Vossbrink, a spokesman for EBMUD.

In an emergency, the pumping station near Orwood Tract, in combination with facilities in Walnut Creek, would pump about 90 million gallons a day from Indian Slough through existing pipeline to district reservoirs. Plans for the emergency station were prompted by last year's flood at Upper Jones Tract near Holt. Flood waters broke through a railroad embankment and submerged the pilings of all three of the district's aqueducts. Two of the pipelines were temporarily closed after the flood, but none of them was damaged. The district's pipelines run across four Delta islands on their 90-mile route from the Pardee Reservoir on the Mokelumne River to the East Bay. The three aqueducts supply 90 percent of the water for the district's 1.1 million customers. Normal gravity flow through the pipelines is about 200 million gallons a day, and emergency pumping would have to be combined with water rationing, Vossbrink said.

Construction of the station's foundations and purchase of the necessary equipment would cost \$2.5 million. It would cost an additional \$1.3 million to complete the plant after disruption of the normal water supply.

UPDATE



By HAROLD HUSTON, President

A Personal Note From The President's Pen

State Assemblyman Norm Waters, D-Plymouth, has introduced a bill authorizing a \$250 million bond measure to fortify weakened Delta levees that aides said was in "no way" connected to the fate of the Peripheral Canal.

The Waters' bill would place a \$250 million bond measure on the June 1982 ballot to help fund a massive rehabilitation of deteriorating levees in the central Sacramento-San Joaquin Delta.

The 1,100 mile network of levees in the Delta hold back water from approximately 60 islands, many of which contribute to the area's rich agricultural industry.

Most of the dikes were built in the late 1800's and the early part of this century and are now subject to natural subsidence and erosion from boat wakes, storms and the flow of water from the Delta as it's exported south.

Several levee breaks in 1980 led to the flooding of three islands and officials estimate that levees will continue to collapse frequently unless they are substantially rebuilt.

Waters' \$250 million falls short of the \$1 billion the U.S. Army Corps of Engineers estimates it will

take to do the job, but he said the number was "realistic" in terms of gaining voter approval.

Besides hurting the Delta's agriculture, levee breaks also degrade water quality and fish populations, said Waters, new Chairman of the Assembly for Water, Parks and Wildlife Committee.

"We have ignored the Delta problem for too long," he said. "We must minimize this severe threat to California's water supplies and to our Municipal and agricultural economics. All of California has a stake in waters of the Delta."

When the levees were built, the islands were slightly above sea level, and the embankments were meant only to protect the land from spring floods, some islands now are 8 to 10 feet below sea level.

The conditions of the levees are getting worse as the Delta islands sink further below sea level. Three inches of land per year is lost out there. Every four years you have another foot of water that these levees have to hold back. The spongy peat that covers the Delta to depths as great as 60 feet is decaying, causing the land to subside.

Deputy Director Robert James of the State Department of Water Resources, the agency that would

administer state funds for improvement of the Delta said, "there is no question the Delta should be preserved" but added that he "can't predict whether we will be able to put together a project that's viable."

The Delta is administered by a host of government agencies, from Federal and State governments to local reclamation districts formed by landowners to maintain the levees.

Waters passed out rough copies of his bill at a news conference. Assembly Water Committee aide Clyde MacDonald said that inadvertently attached to the bill was a "rough draft" of another piece of legislation Waters is considering that would authorize Delta farmers to use Peripheral Canal water if the project is built.

It is specified that this bill would not take effect unless the canal was built, which gave the impression that the bond issue was contingent on the canal.

There is a referendum pending that could block the canal's construction if approved by voters.

Even if the canal is built, said Waters, Delta levees will still need strengthening to protect farmland and water quality.

\$8 million Fresno shopping mall starts next month

Work on an \$8 million shopping center at Clovis Avenue and Kings Canyon Road is expected to begin in early April, reports Fresno District Representative Claude Odom. The Country Club Village Center is being built by North American Investment Company and is scheduled to be completed by December 1981, according to developers.

The Center was to have been started in January, but various zoning and other procedures delayed work.

The Shopping Center will be on the Northeast corner of the intersection. It will feature three major tenants, including Vaughns, a Major Southern California chain. It will also have a 35,000 square foot Handyman Improvement Center and a 17,000 square foot Wild West Clothing store.

"On February 2, we submitted a demand letter to Fresno Recycling Company to represent their production and maintenance Employees," Odom announced. "We have filed with the NLRB for representation election. Eighty percent of the employees have signed authorization cards."

A pre-negotiation meeting was held with the Employees at Kovac Equipment Company. A meeting for contract negotiations has been set for February 26.

Although enlarging its wastewater treatment plant will cost Reedley \$5.65 million the project figures to be worth it.

First, the state will fund some parts of the project at 100 percent because of their innovative features. Other construction will be funded at the usual 87 percent by State and Federal funds.

City Engineer Kent Davis explained that the most radical innovation will be the percolating filter beds. Treated effluent now sinks through sandy soil and joins the underground water supply. In the

new system the beds will be underlaid with a grid of perforated pipe five feet below the present bottom of the beds, 100 feet apart.

The pipes will draw off the effluent to a chamber for chlorine treatment. After purification, the chlorine will be removed and effluent will go into the Kings River.

A trickling filter in the digester, where the sewage is treated first, will be replaced with a continuous concrete ditch. Aerators will bring in more oxygen to stimulate the bacterial action so more sewage can be treated in the same area.

This allows the city to increase the volume of wastewater it treats without buying additional land. There is no available land adjacent to the present plant.

City Manager Larry Rihl expects construction to start in late March. The council has approved the low bid of El Camino Construction Company of Fresno and it is now being studied in Sacramento before the contract can be awarded for the job.

The old traveler's lament "that you can't get there from here" is common among San Joaquin Valley residents who have looked longingly toward the eastern slope of the Sierra. Attractions such as Mono Lake, the Devils Postpile National Monument and Mammoth Mountain Ski Area, while as close as Yosemite or Sequoia National Parks, are in practicality long drives away. For example, skiers wanting to enjoy Mammoth, one of the best ski mountains in the U.S., are required to make a circuitous eight hour 380 mile drive via lake Tahoe to reach ski slopes only 90 air miles from Fresno.

The idea of an all weather Trans-Sierra route has persisted for years, both before and after World War II. In 1960 after a bitter and prolonged battle, the Trans-Sierra highway 120 through Yosemite was

reconstructed to modern standard.

While the road improves access to Lee Vining and Highway 395 it was still closed with the first snows. The more assertive advocates, including the Madera County Board of Supervisors, opposed efforts to expand either the Minarets or John Muir Wilderness within the Sierra National Forest. At that time they pushed for inclusion in the Minarets route into the U.S. Forest service highway system, figuring Forest Highway 100

would be a change only in name. But in the last five or six years, hopes for that approach also have been slashed.

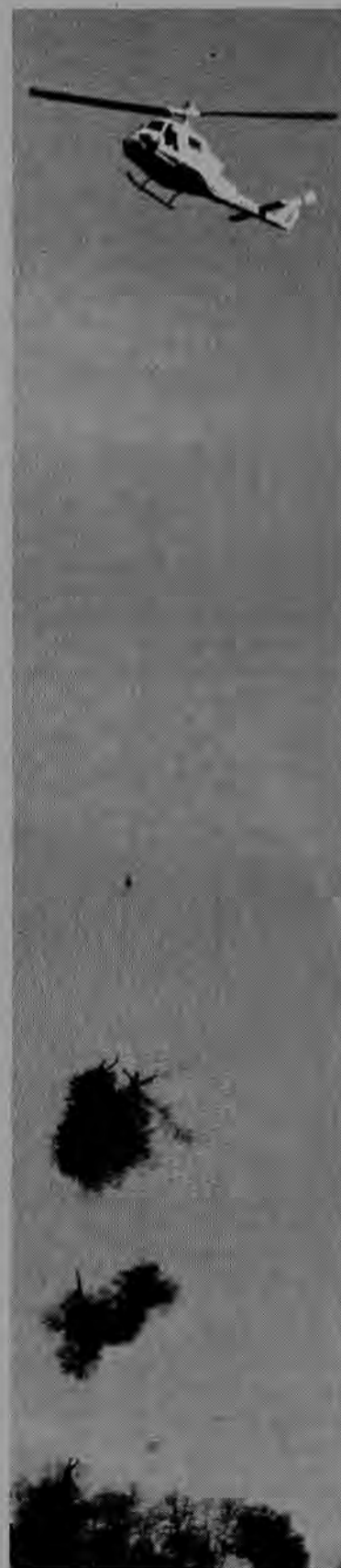
More recently, another nail in Minarets corridor's coffin was pounded in when conservationists gained both Forest service and administration support for closing the gap. Their campaign cry to close the corridor by designating the area as wilderness appears to have support.



Work on the land clearing for the New Melones Reservoir is proceeding ahead of schedule and millions of dollars below engineer's estimates, thanks to an imaginative process being used by general contractor John M. Franks, Inc. Through a subcontract to Pegasus Helicopters, the cutting and clearing of 50,000 cords of wood is being conducted under a \$2.3 million contract from the U.S. Corps of Engineers. The engineer's estimate pegged the job in excess of \$5 million.

Using a "Hughie" helicopter, similar to those used in Vietnam, equipped with a 40-foot cable with an electronic hook, the pilot ferries the logs across the reservoir to a landing area where the logs are readied for loading onto trucks and taken off the construction site.

Shown at right, approaching the landing site, helicopter pilot Roland Maxwell brings in one of the dozens of lifts made daily. Completing each round trip approximately every two minutes, tons of timber can be transported in a short period of time. In the picture above, Stockton District Representative Jay Victor is shown conferring with project manager Jim Lewis.





By BOB MAYFIELD
Vice-President

Rigging Lines

I am writing this month's article and will attempt to tell a little about those things of substance regarding negotiations that I talked about last month that are currently ongoing. Some of these are negotiations that had a happy and successful conclusion, while others were just okay. One of them at this writing has resulted in a difficult, sometimes nasty, and in my opinion, totally unnecessary strike. It has been caused mostly by an employer who is refusing to recognize the Union and the wishes of the employees working for him, or formerly working for him, at all costs even if he could live and prosper by a contract.

I will begin by telling about this latter subject. I reported last month that negotiations had begun with representatives of the Northern Truck Service and Northern Truck, Inc., after a fair and square election by employees of these named incorporations, which was totally and thoroughly looked after and conducted by officials of the National Labor Relations Board. After Certification by this agency, the company choose the large and tough San Francisco-based law firm of Littler, Mendelson, Fastiff & Tichy, to represent them as chief negotiator and spokesman for this company. I was spokesman for the Union, assisted by business agents Frank Townley, Ray Morgan and Paul Wise, who for the most part worked in the pre-election period with the rank and file employees.

This law firm had represented this company in negotiations covering the labor contract for the Crane Operators covering a 6-year period (Northern Crane Service, Inc.) and altogether has had a short form construction agreement prior to this 6-year period for a total union contract for nearly 20 years. Further, both owners of this company had been members of Local No. 3 for many years. With this background one would think that the parties would be able to come to an agreement covering these truck drivers, which were the classifications chiefly represented at the N.L.R.B. Election covered by Northern Truck Service and Northern Truck, Inc., after several long and serious negotiations and where, in my opinion, we were close to an agreement and where the company spokesman probably recommended to the company acceptance of the Union's last proposal, at least in the majority of items.

Then a most unbelievable thing happened. The most famous law firm in San Francisco was suddenly and for all practical purposes, suddenly and without warning, fired. The Company dug their heels totally where decent agreement for both sides was in quick reach and needless to say the net result has been a nasty and difficult strike. Nobody ever really gains a lot by this drastic measure, but it seems as though at times sincere negotiations are wasted, and that this costly procedure an absolute last resort must be taken. Whereas, no lost time in my opinion need not to have begun, because the parties were, in my opinion, close. The resulting strike has cost this company, in all likelihood, at this point, several hundred thousand dollars in lost revenue. Moving drilling rigs and hauling pipes, is what they specialize in.

Since the strike has been in progress, to date, a dozen rig moves have been missed and went to other moving companies. When you multiply around an average rig moving, grossing \$30,000, and multiply it by at least a dozen moves, it is easy to see where I arrive at my figures. Furthermore, every day the sun comes up, this count continues to go up. Needless to say, those out on strike are doing their share of suffering also. I am told by people who should know, that money, fringe benefits and working rules we proposed are not the problem, but only pure stubbornness on the part of those who have the power to make final decisions, is holding us up. In my opinion, if these principals would eat a tiny bit of that humble crow and sit down in a most serious session, we could settle what I think is a senseless strike in a matter of a few hours.

On the more happy side of the ledger, a settlement was reached with officials representing Heckett Engineering, which is a division of the Harsco Co. Assisting myself for the Union were District Representative, Les Lassiter, Business Representative, Dennis Wright and Rank & File Stewards: John Cornwell, Gaylen Nelson, and Owen Wooley. This negotiation like most, proved to be very difficult and we wound down almost to the midnight hour, so to speak, before the last article was resolved. The happy ending here was the nitty gritty problem was resolved without a strike. This is the way mature parties who are in a give and take true collective bargaining spirit should react.

The overall settlement, as far as wages, was similar to what the copper settlements were with hard fixed raises amounting to 80% over the three-year period, plus cost of living adjustments and roll in, which at today's inflation rates could go to another \$2.50 to \$3.00 per hour on the wages alone. In addition, the Pension was increased another 30% over the life of this Agreement, plus substantial shift differential increases and one additional holiday. This pact was overwhelmingly ratified by at least a 6 to 1 margin. I would most especially like to thank the Rank & File Stewards for their most active and helpful participation in reaching this settlement.

Also, now a page in history and settled is the C.E.L.E. Agreement (Council of Engineers Laboratory Employers). Paul Schissler and most of his staff and two Rank & Filers made up the Union Committee and about a dozen employers with an attorney, again from the firm of Littler, Mendelson, Fastiff & Tichy and Jordan Bloom, being the company spokesman. Highlights of the settlement included a 13% first year increase and actual cost of living

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If interest rates come down

Plenty of work ready in Nevada

Prospects for the year seem good as interest rates are slowly coming down, reports Nevada District Representative Craig Canepa. Almost all contractors say there is plenty of work to get started if owners could secure financing at decent rates.

The 1981 Nevada State Legislature convened in mid-January and is expected to last through May. District Representative Dale Beach and the business agents have been spending a couple of days a week in Carson City, trying to keep abreast of the legislation being introduced. There have been several bills introduced and sent to committee for hearings that have serious consequences for our industry if adopted.

There is one bill which in effect would gut the little Davis-Bacon Act by deleting the current requirement for "monthly reporting" of certified payrolls to the Labor Commission. Another bill would exclude prevailing wage requirements on public works contracts of \$5,000 or less. On first view this would seem innocent enough, but upon closer observation 10 percent of all Davis-Bacon work in Nevada falls in this category, with a total amount of \$10 to \$20 million.

There are bound to be many more "bad" bills introduced, affecting not only construction workers but also our brother miners and public employees. "As usual, a lot of time will have to be spent in Carson City attending committee hearings and, as in past years, we'll be contacting members to volunteer their time and attend these hearings," Canepa commented. "In the past our members at the Incline Village golf course, who are off for the winter, and our retirees have been especially helpful in this regard."

In other news, the Reno office is currently involved in organizing drives at two mines that recently began operations. Occidental Min-

erals Corporation's big silver recovery operation at Candelaria is in full production with a 7-day continuous operation employing 150-200 people. Universal Gas Inc., located near the Carlin Gold mine, employs 35 to 50 people and is also a gold mine. "We are currently obtaining authorization cards and in both cases we will be petitioning

the N.L.R.B. for an election," Canepa said.

The Mentzer Detroit Diesel and Graid Equipment contracts are both due to expire on March 31st of this year and will have to be renegotiated. Contract proposal meetings are currently being held with the employees of these organizations.



Pictured above are the two cranes currently working on the 22-story Circus-Circus Tower project in Reno.

Coastal board OKs \$4.3 million sewer plant

Here on the North Coast, the McKinleyville Community Services District's plans for a sewage treatment plant has gained the unanimous approval of the regional Coastal Commission, reports Eureka Business Representative Jim Johnson. The coastal permit was one of the last major hurdles for the \$4.3 million treatment plant, which is to be located north of Hiller Road and west of Highway 101 in McKinleyville.

Plans call for the treated sewage to be discharged through percolation ponds next to Mad River. During the summer months, nearby farmers will also be able to use the effluent for irrigation.

The local share of the project's costs will be paid for with a \$1.6 million bond issue approved overwhelmingly by McKinleyville's voters last November. The proposal has met with little opposition to this point and the Coastal Commission's staff has recommended approval of the project.

The State Board of Forestry eliminated another potential roadblock last month when it gave the Service District tentative approval to log part of the parcel where the plant is located. The only remaining issues to be resolved, accord-

ing to the Services District's manager, are the exact site of the percolation ponds and permit approval for the plans from the U.S. Army Corps of Engineers. No major problems are expected. If all goes according to schedule, construction of the plant should begin in the spring of 1981, and completion expected by the following year.

There will be two dirt jobs beginning on Highway 36 east of Fortuna, as soon as the weather breaks. Stimpel-Baker and Assoc. out of Redding will begin the realignment project near Dinsmore, and Nally Enterprises from Rio Dell will be able to start on another realignment project at Carlotta.

"Our 20th Annual Crab Feed is now past history," Johnson commented. "We would like to thank everyone who attended and hope that you all enjoyed yourselves. Of the more than 400 guests in attendance, we enjoyed the company of Local 3 Vice-President Brother Bob Mayfield and Recording Corresponding Sect'y. James R. Ivy. Also in attendance was a fine delegation from our sister local to the north, consisting of the Business Manager of Local 701, Brother Dean Wear and a group of his staff. The Brothers from Oregon were kept busy most of the night answering questions on the upcoming work in their jurisdiction."

Sonoma County work

Santa Rosa District Representative Bob Wagon reports that, as far as the work picture in his area is concerned, Sonoma County will have the most work of all the four counties. The Warm Springs Project will be the biggest in the area, employing approximately 250 engineers.

Also in and around Santa Rosa there is a good deal of industrial growth plus several new subdivisions ready to start as soon as the weather permits. Caputo-

Wagner, JV has some clean-up work left on the underground work they did in the Guerneville area and should be done by late spring.

In Santa Rosa the \$15 million renovation job on Santa Rosa Memorial Hospital is up and out of the ground, just getting started. Redevelopment work in the middle of Santa Rosa is progressing nicely and is keeping a few Brothers working all winter, with lots of work still to go.

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Labor's role in synfuels program

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things, because they involve uncomfortable realities like collective bargaining agreements. Nevertheless, if the synfuels program is to become a reality, we must deal in realities. Let's take a look at these realities:

REALITY #1: We must adopt a wartime strategy.

Thirty years ago, the United States demonstrated its ability to translate technological know-how into a full fledged industry almost overnight. During World War II, the government set out to develop synthetic rubber. In short order, 87 percent of this nation's rubber was machine made. With this kind of crash program, some energy experts believe that synthetic fuels could meet up to half of the country's energy needs by the year 2000. If we accomplished that, we could thumb our noses at OPEC.

Last June, President Carter set the wheels in motion for such a wartime effort by signing the Energy Security Act of 1980. This legislation authorized \$20 billion in subsidies and loan guarantees over the next four years to companies that produce synfuels. An additional \$38 billion in government money was expected to be available through 1995.

The goal: to develop an entirely new industry capable of producing synthetic oil and gas equivalent to 500,000 barrels of oil per day by 1987, and 2 million barrels daily by 1992.

We certainly have the raw materials. The United States is literally the potential "Saudi Arabia of the synfuels industry." Buried beneath our soil is enough coal to supply our current needs for 300 years. We have the largest oil shale deposits in the world. There is enough high grade oil shale in Utah, Colorado and Wyoming alone to supply us with at least 200 billion barrels of oil—even more if we develop the technology to extract a greater percentage of crude from the shale. We are an energy-rich nation, but so far we have chosen to spend our money on imported oil.

If we are going to translate these raw materials into modern energy-weapons of war, we have to overcome a number of obstacles. Environmentalists, fearing that large scale synfuel development will pollute the air, scar the landscape and deplete scarce water supplies, are prepared to wage war against synfuels with the same ferocity that has crippled the nuclear industry. Most of these fears are obviously unwarranted. Last year, President Carter made a real effort to implement wartime strategy against these obstacles by introducing a bill that would have created an energy mobilization board. The agency was designed to speed construction of vital energy projects by cutting through bureaucratic red tape and resolving environmental disputes. It was voted down in the House by a 232 to 131 vote.

There are other obstacles. Industry executives are reluctant to throw their companies' resources into the synfuels program under the fear that government will change the rules in midstream and leave them stranded with partially built refineries and no loans or price guarantees. They point to analysts' predictions that synfuels will not be competitive with conventional petroleum at least during this decade.

Again, I think that we are not fac-

ing the realities if we let this kind of reasoning hinder our progress. Back in 1973, no one would have dreamed that we would be paying \$33 a barrel for Middle East oil in 1981. Even as recently as two weeks ago, when President Reagan lifted the remaining controls on domestic oil prices, government experts were predicting a rise of only a few cents a gallon over the next several months. Literally overnight, some oil corporations increased their gasoline prices by 6 cents a gallon and they have been rising steadily ever since. How can we expect to predict that Middle Eastern oil will remain more competitive in price ten years from now, when we take into account what we have already experienced?

REALITY #2: The synfuels program is not "government waste."

In their budget-slashing fervor, President Reagan and Congress must realize that the synfuels funding program is not part of the so-called excessive government spending that is supposedly feeding our inflation. The fact that President Reagan despises the Department of Energy, and that the Energy Security Act was passed under the Carter Administration does not diminish one whit its importance to our nation.

OMB Director David Stockman is in favor of rescinding the \$5.3 billion available to the Department of Energy and reducing funds available to the synfuels program to about \$12 billion.

The Synfuel Corporation's mandate would be altered. Instead of attempting to reach Carter's goals, the Reagan team favors scaling down the entire program to about a half dozen demonstration plants. Once these were built, Reagan would then leave it up to the industry to decide whether or not they want to proceed with further development. That, in my view, is no way to win a war. Fortunately, this sweeping change in the original plan would undoubtedly require new legislation, so we have a good fighting chance of preserving a worthwhile program. This brings us to...

REALITY #3: Business needs Labor's political strength to safeguard the synfuels program on Capitol Hill.

The labor movement has proven time and again its ability to push through vital legislation governing occupational safety and health, labor law, public works funding and a host of social programs. Frequently, we have been on opposite sides of the fence with business, but more often than not, we have won—even when we have been outspent. The reason is that we have the people. We can reach our rank and file, and activate them on important legislation. When we talk to legislators, they know they are not talking to a handful of constituents. They are talking to thousands of them.

I am proud of the role our union has played in securing through the legislative process, construction programs that employ our members. We have played significant roles in the passing of worthwhile legislation in the areas of water development, mass transit and highway programs and military defense projects. We were strong supporters of Carter's synfuels program and we will be

equally ardent opponents of any attempts to dismantle it.

REALITY #4: When dealing with business, Labor does not separate politics from collective bargaining.

All too often in my years as a trade union leader, I have been approached by a group of business leaders anxious to enlist our help in campaigning for a major construction project or



"When we talk to legislators, they know they are not talking to a handful of constituents. They are talking to thousands of them."

piece of legislation. They are quick to talk about the number of jobs their project will create, but very slow to come to any kind of agreement as to just exactly who will get the jobs. Generally, in dealing with corporations, those in charge of politics are not the same people who are in charge of labor relations. This supposedly alleviates the government relations people from having to deal with such sticky issues as contract negotiations.

Let me say very plainly that to us, these two areas are not separable. We are not in the business of lining the pockets of business executives with corporate profits at the expense of representing our own members. If we become involved in supporting a construction project or legislative program, it is because we expect to generate jobs for our members.

That is the premise upon which we are placing our involvement in the synfuels program. The proposed synfuels industry, assuming an ambitious developmental program, would employ some 870,000 workers—480,000 in mining and 390,000 in fuel processing plants. That is more workers than the total number now employed in these areas. In the peak development years, we are looking at 250,000 workers involved in construction and engineering.

These figures provide a very bright ray of hope for trade union members in the building and construction trades who have suffered from constantly diminishing highway construction and water development programs.

Related to establishment of the synfuels industry would be construction of new communities. Many of

them would have to be built from scratch in the sparsely populated areas of eastern Utah, Colorado, Wyoming and Montana. New networks of aqueducts and reservoirs would have to be constructed to meet the increased demand for water.

Certainly, it isn't difficult to see why the building and construction trades are vitally interested in the synfuels program. However, we are not interested in seeing these jobs go to thousands of unskilled, low paid, nonunion workers. In return for our help in supporting the synfuels program, trade unions will be looking for agreements from the involved firms that the construction and operation of these facilities will be based on union contracts.

I can think of numerous occasions when we have gone out of our way to help business interests to support similar projects, only to find that once they were approved, they went to nonunion contractors.

I can think of even more occasions when the very individuals that seek our help in passing a piece of legislation one day are working overtime that night on another bill to repeal prevailing wage laws in the construction industry, dismantle OSHA regulations, or pass a right-to-work law.

Needless to say, this kind of two-faced activity does little to improve labor relations.

REALITY #5: The success of the synfuels program cannot be at the expense of job safety and health.

The labor movement has historically been at the forefront of the battle in fighting for occupational safety and health legislation. In the last 20 years we have made tremendous gains in this vital area. As important as the synfuels project will be in providing jobs for our members, we cannot afford to compromise on job safety. A job isn't of much value to a worker if it causes him to lose an arm or a leg, or to contract cancer or black lung disease.

The simple fact is, neither business nor labor can afford to compromise on job safety. It costs too much. We are told by business again and again, and again, that OSHA regulations are driving up the costs of operations. As one who has spent years as director of job safety for our union, I can say without a doubt that injuries and death are far more expensive than preventive measures.

We worked closely with former Secretary of Labor Ray Marshall during his administration to streamline the OSHA program and rid it of the unnecessary regulations. We stressed that government enforcement is important, but that safety education is more important. An OSHA inspector can visit a jobsite today and a worker may get killed on it tomorrow. However, if you educate that worker on how to work safely and to recognize hazards, he won't be killed today or tomorrow.

That kind of education will be vitally important during the development of the synfuels program. A new industry means new production methods and job procedures. That can spell danger in a heavy industrial environment. Labor and management must avoid an adversarial role in dealing with these job safety and health issues.

A cooperative safety program between the employer and the union employee can be the most effective. The building trades and Bechtel Corporation are currently involved in such a pilot program at the San

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Synfuels

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Onofre nuclear plant in southern California. Basically, this consists of a safety committee composed of employees and management. This committee makes regular inspections of the jobsite and seeks to resolve safety problems on the spot. State and federal OSHA inspectors no longer make constant onsite inspections of the jobsite. They only come when the committee encounters a safety problem it cannot resolve.

This program can and does work, but only if the employer is as concerned about job safety as the worker. We will only support this kind of a program where the employer has demonstrated a good safety record, and where we are assured that the workers will suffer no job recriminations for standing up for their safety rights.

I am equally concerned about continued efforts of business to dismantle the OSHA program in the legislative arena. I couldn't help but notice that the first act of newly confirmed Labor Secretary Ray Donovan was to suspend 19 regulations dealing with occupational safety, overtime pay and prevailing wages. The OSHA proposal on the labeling of toxic substances was withdrawn,

while others were either delayed or postponed indefinitely. The new standard for on-job noise levels, scheduled to take effect March 30, will be "closely scrutinized," Donovan warned.

All of the items that Donovan acted on were on a list of 101 federal regulations that the Chamber of Commerce had presented to the Reagan transition team, calling them "costly and burdensome" and urging that they be changed or repealed.

The AFL-CIO considers the Occupational Safety and Health Act indispensable to worker protection and we will vigorously oppose these or any other attempts to weaken it.

The final point I would like to address before closing has to do with the overall relationship between labor and the oil industry. I think it is safe to assume that the oil corporations will spearhead the development of the synfuels industry. Unfortunately, in many of the areas I have just talked about—job safety, collective bargaining and political action—the oil corporations have been among the worst people we have had to deal with. I can speak on personal experience.

Our union has contracts with a number of mining operations in Nevada and Utah. Some of these are owned by oil interests. It is no coincidence that these contracts are frequently the ones we have the most

difficulty with. Sometimes we have had to resort to lengthy and very costly strikes in order to protect the wages and working conditions of our members working on these jobsites.

I can also think of several occasions when a contract was put out to bid for a refinery expansion, or some other construction project being financed by an oil firm, where the oil company made a calculated effort to avoid awarding the contract to a union contractor—even if the lowest bid was by a union firm.

The success of any labor/management coalition must be predicated on a degree of trust. Unfortunately, the oil industry has violated that trust many times. I am speaking not only of labor relations, but the responsibility the oil industry has to the American public.

We have been told by the oil companies that they cannot afford to spend more money on expanded exploration and production unless oil prices are decontrolled. An analysis of reports filed with the Securities and Exchange Commission refutes this myth. The reality is that the combined net earnings of the five largest domestic oil companies amounted to \$6.6 billion in 1978 and \$11.2 billion in 1979—an increase of 70 percent. 1980 will prove to be the most lucrative year in the industry's history.

What are the oil corporations doing with this money? Are they spending it

on new oil exploration or synfuels research? Not really. Mobil Corporation chose to purchase Montgomery Ward and presented it with an "interest free loan" of \$200 million. Exxon has purchased a manufacturer of electric engines. Atlantic Richfield bought a London newspaper. Texaco has expanded into a veterinary chemicals operation, and Sun Oil Corp. owns a grocery chain and a manufacturer of fever thermometers.

If Labor and the oil industry are going to work together to develop the synfuels program, we have to be assured that there is going to be real cooperation and real commitment. The labor movement must be convinced that the oil industry is willing to commit itself fully to the project and make sacrifices, because we will be making sacrifices. There can be no compromises in working conditions and collective bargaining agreements must be fair and equitable.

I would like to say in closing, that I am by nature an optimistic person. I believe that the synfuels program can become a reality. I also believe that labor and management can work together effectively to bring this program about. It can only succeed, however, if we understand clearly and resolve the issues I have raised today. We have been talking about this program for two days. I suggest it's time that we get to work. Thank you.

Allen-Warner power plant faces uncertain future

Two major California utilities this month announced they will temporarily withdraw their application for a \$5 billion coal-fired electrical generating system in Nevada and Utah.

Because the companies—Pacific Gas & Electric Co. and Southern California Edison—had agreed to pay for approximately 90 percent of the controversial Allen-Warner Valley energy project, their move makes it impossible for the project to be built in the near future.

As originally proposed, the Allen-Warner Valley project would have produced an estimated 2.5 million kilowatts of electricity when completed in 1991, with most of the power to be transmitted via hundreds of miles of transmission lines to California. It consisted of a 2 million coal-fired Harry Allen Plant near Las Vegas and a 500,000 kilowatt Warner Valley plant near St. George, Utah. A big surface coal mine near Alton, Utah and connecting slurry pipelines would have comprised the rest of the project.

A spokesman for Edison said it and PG&E are considering a new application with the PUC, asking just for authority to participate in a generating station near Las Vegas. The size of this scaled down project has not yet been determined.

Edison and PG&E had each sought a 40 percent interest in the Las Vegas plant and a 25 percent interest in the St. George station. Nevada Power Co. was planning a 40 percent interest in the Las Vegas plant and a 25 percent interest in the St. George facility. The city of St. George wanted the remaining 25 percent share of the plant there.

The announcement came at a state Energy Commission hearing, shortly before the commission was to have considered a staff report that concluded the electricity from the three coal plants is not needed in California. Had the Energy Commission adopted the staff report, the commission would have

asked the PUC to deny the permits, commission spokesmen said.

Dan G. Lubbock, a PG&E lawyer, said the Energy Commission has no direct power over the proposed Utah project, but he acknowledged commission opposition could influence the PUC in deciding whether to grant or deny the permit. "Both parties (utilities) think it's important for the state to keep this option alive," Lubbock said.

The Energy Commission report

concluded that alternatives to the project, including conservation and renewable energy, were "feasible and preferable to both PG&E's and (Edison's) participation" in the coal plants.

A company spokesman, Bill McGarry, said a meeting between top executives of the California and Nevada utilities will be held soon to decide how to proceed with the coal plants, which also have encountered opposition from conservation groups.

McGarry refused to say if the Warner Valley plant, which has yet to be approved by the U.S. Interior Department and the Environmental Protection Agency, would be abandoned.

Last year, then-Interior Secretary Cecil Andrus removed part of the Alton coal field from being leased for coal mining. The field is near Bryce and Zion national parks. The remainder of the large field, which is on federal public

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OSHA program 'indispensable'

Washington — The AFL-CIO considers the Occupational Safety & Health Act an "indispensable" worker protection and will vigorously oppose any attempt to weaken it, Legislative Director Ray Denison said.

Denison's strong defense of OSHA came in response to a query from Rep. Mario Biaggi (D-N.Y.), who is soliciting union views on the effectiveness of OSHA and on legislation that would permanently exempt establishments with 10 or fewer workers in supposedly less-hazardous industries from OSHA safety inspections in the absence of a "reasonable complaint" or serious accident. A similar restriction is currently in effect through an appropriations bill rider.

As to OSHA's enforcement, Denison said it has been vastly improved over the past four years because it has been administered "by a Labor Dept. that believed in the law and tried to make it work."

For the first time, he said, workers and their unions have been consulted on the administration and enforcement of the law. Further, OSHA helped fund programs to train union members "in assessing and dealing with job hazards," and they in turn have trained others.

Long-delayed health and safety standards have been issued, Denison noted, hazardous areas have been identified, and serious injuries have been reduced in targeted areas.

Denison stressed the AFL-CIO's belief that the so-called small business exemption is mere camouflage for "an all-out attack" on the job safety law.

The original intent of Congress, Denison wrote, was to protect all workers from occupational hazards, "not merely some categories defined by occupation, or the number of employees in a workplace, or on an arbitrary determination that some workplaces are more hazardous than others."



Huge refinery vessel transported to Hawaii

Local 3 crane operators working for Rigging International recently lifted one of the longest items ever moved in Hawaii. It was a massive, 130-ton, 155-ft. long fractionator—part of the new \$35 million Hawaii Independent hydrocracker that is being built to help meet Hawaii's growing need for jet fuel. Three cranes were used

to offload the vessel onto rubber-tired dollies, which transported the load several miles through Campbell Industrial Park to the refinery site. The hydrocracker, which is actually a 2.5-acre complex of furnaces, boilers, columns and pipes, with a huge reactor at its core, is scheduled for completion this spring.



Pictured top left, Local 3 member Don Rush operates a tunnel locomotive used in transporting the cement agitator on the N-1 side of the tunnel.



A lot of 'firsts' on Obayashi's S.F. tunnel job

Article & Photos by James Earp

It takes a certain kind of construction hand to work a tunnel job. Inside it's either hot and muggy or cold and damp. It's never dry. You have to constantly watch your step or you run the risk of banging into something overhead or tripping on a piece of rebar or hose or slipping on a water soaked plank.

The lighting isn't very good. It's cramped. Sometimes rocks fall on you. There's always dripping water. Air driven hammers, jacks and drills reverberate with a deafening clatter, pounding your ears into a useless pulp

unless you wear ear plugs.

Then there's the psychological aspect. Some people aren't particularly excited with the idea of toiling deep underground, hundreds or even thousands of feet away from the nearest escape. The possibility of being trapped or smothered by a cave-in nags away at the back of your mind. In short, tunnel work can be dangerous. No wonder some construction hands refuse to work a tunnel job.

Despite these drawbacks, there are quite a few Local 3 members who spend a good many of their working days in tunnel jobs. To them it's a way of life.

Right now there are close to a couple dozen Local 3 members working a tunnel job in San Francisco. Consisting of two contracts valued at \$10 million and \$13 million respectively, it is part of the massive \$1.5 billion city wastewater treatment project that has been underway now for about

three years.

This project is interesting for a number of reasons. To begin with, it is the first major construction project in California that has gone to a foreign contractor. In this case it's Obayashi Construction from Japan. Although the vast majority of workers and supervisory staff are Americans, most of the design work and engineering is being carried out by Japanese personnel.

Secondly, the tunnel traverses two entirely different kinds of material. The western end of the tunnel, referred to as "N-1," begun about a year ago, was composed of primarily of hard rock. This section consists of 4,200 feet of 9-foot finish diameter tunnel with about 260 feet of open cut at the end connecting with a larger storage tunnel that has already been completed by Peter Kiewit.

The eastern section of the tunnel, known as "N-2," traverses pure bay

mud, and therefore requires a totally different method of excavation. To carry out this contract, Obayashi imported its own unique mole. Manufactured by Mitsubishi, it utilizes a "pressure balance shield" system, rather than the air lock system commonly used here to stabilize the wet muck being excavated.

The pressure shield is basically a circular plate that forms a seal between the operator and the muck. On the other side of the plate, hardened steel bits chew up the mud and pump it through a corkscrew driven pipe onto a conveyor system where it is ultimately dumped onto muck carts and carried out.

Tom Cranke, the Local 3 member who operates the mole, explains that there is no way the operator can see what he is cutting into. Through a complex set of dials and gauges, he is able to determine the amount and hardness of the material he is excavat-



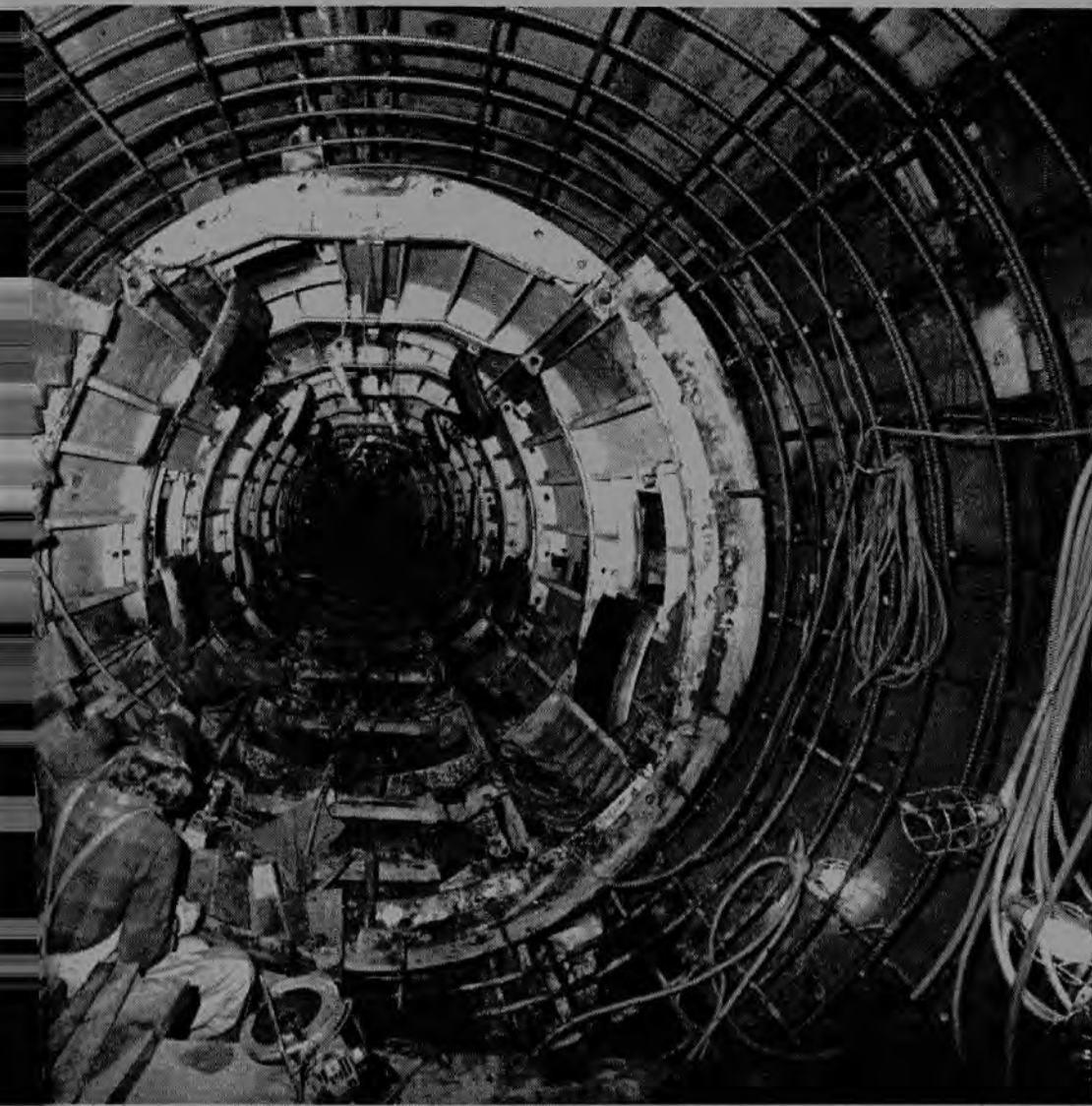
Roger Rothenburger, job superintendent and Local 3 Business Representative Ray Helmick.



Jamie Carroll, welder



Tom Cranke of Local 3 operates the



ing. Sudden changes in the instruments will occur if he encounters a large rock or wooden piling, etc. The contractor has taken a large number of core samples and is betting that this end of the tunnel will remain pure mud.

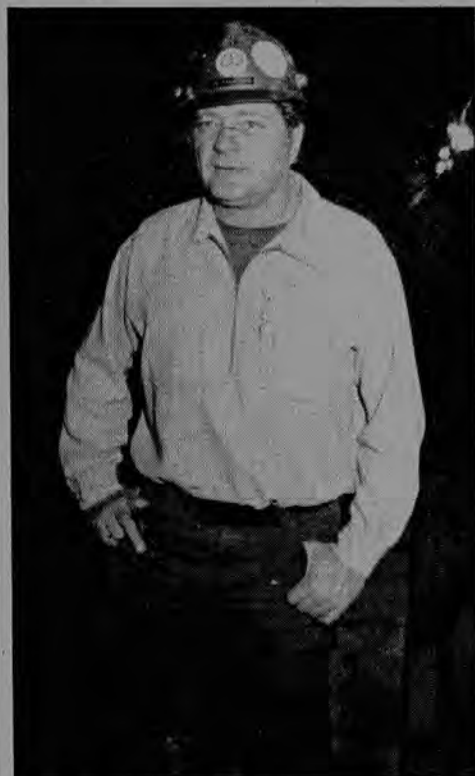
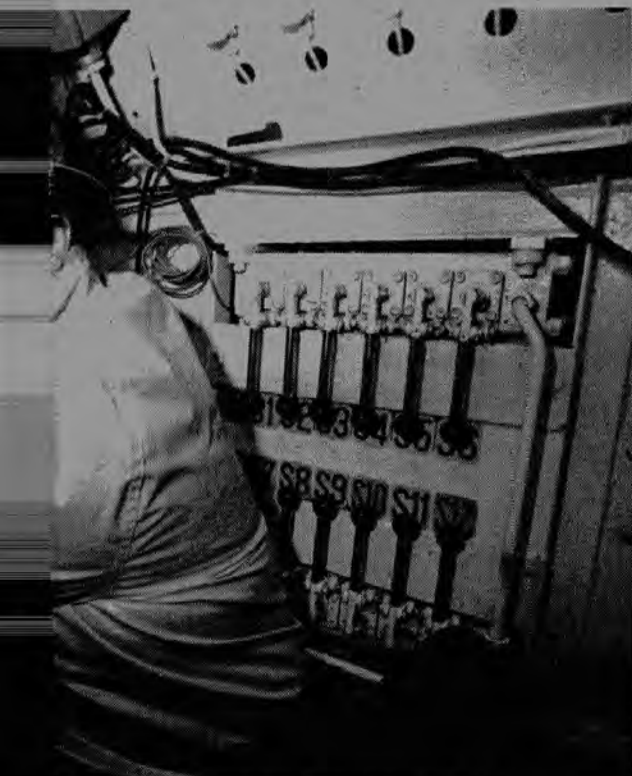
This type of mole is not equipped to handle anything hard. If they do come upon hard rock, they will have their share of problems to contend with.

Cranke says the same kind of mole was used in Japan to bore a monstrous 26-mile mass transit tube underneath the ocean floor in Japan, connecting the country's two major islands. Although it is still too early to tell just what the machine can do on this job, Cranke says he has cut up to one inch every 37 seconds. Once this phase of the job kicks into high gear, they will be shooting for 150-200 inches a day, he added. At that rate, they should hole through in six to eight

months.

The project has already presented its own share of challenges. Located right in the middle of one of San Francisco's hottest tourist attractions—the Northpoint, Fisherman's Wharf area—they have had to remain very cognizant of traffic congestion and noise. Part of the project travels right under Fort Mason, an old army base. The east end starts along the Embarcadero and travel due west just south of popular Pier 39, through the Wharf area and right next to Ghirardelli Square.

The N-1 contract has completed its excavation phase and is now undergoing concrete lining. It is scheduled for completion in June. The N-2 job should have the excavation completed this fall if everything goes smoothly. When it comes to tunnel work, that can be a pretty big "if."



Pictured top right are Local 3 leadman Marc Seaford and heavy duty repairman Gary DeRenzi tying off a barrel to be lifted from the shaft of N-2. Pictured immediately above are ironworkers placing rebar on the N-1 side of the tunnel.

new mole used by Obayashi on N-2.

Master Mechanic Joe Halkyard

Hospitalization important part of coverage

The single most important protection that every health plan provides is coverage for hospitalization. The whole purpose of health plans is to insure covered participation against a catastrophic illness or injury. Today in California the average hospital stay is about seven days long from admis-

sion to release. The cost of a typical hospital room is about \$200 per day and then the hospital charges you for *extras* like meals, nursing care, X-rays, lab work, tests, and drugs. The extras can often cost more than the patient's bed and they do not include any of the doctor's charges. Intensive Care Units

run considerably higher often about \$350 per day and usually require a longer period of hospital confinement.

As you can see, hospitalization can be very expensive. It could impose a massive financial burden on a worker that he might never be able to recover from. For that reason, all health plans provide some form of in-hospital coverage. In the case of Operating Engineers, the coverages are exceptional.

Covered Charges

The Northern California, Nevada and Utah Operating Engineers Health & Welfare Plans provide coverage for a hospital confinement for up to 365 days at 90% of the first \$3,000 and 100% thereafter. (The Hawaii Health & Welfare differs—consult your benefit booklet.) Covered charges include all of the hospital *extra* charges for meals, nursing care, operating room, anesthesia and surgical supplies, X-rays, laboratory examination and tests, prescriptions, oxygen and therapy. Comfort items such as private room, television and telephone are excluded.

The Plans also provide for periods of convalescent care following a hospitalization. Convalescent care must be ordered by your doctor and provided by a Skilled Nursing Facility.

Hospital charges for pregnancy will be paid on the same basis as any other hospital claim. Charges for well baby nursery care are also covered on the same basis as other hospital care. Coverage is even provided for nursery services and miscellaneous hospital services for well babies from birth until release from the hospital.

The Plans also cover hospital expenses in connection with periods of confinement for treatment of alcoholism or in-patient psychiatric services.

Operating Engineers who have elected the Kaiser Foundation Health Plan coverage and require hospitalization are admitted to a Kaiser hospital. There, hospital and all miscellaneous services are provided at no cost.

RETIREE ASSOCIATION MEETINGS

STOCKTON

Tuesday, May 5, 1981 1 P.M.
HOLIDAY INN
221 North Center Street
Stockton

SAN RAFAEL

Wednesday, May 6, 1981
10 A.M.
NAVE BOWLING LANES
5800 Redwood Highway
Ignacio

OAKLAND-HAYWARD-CONCORD

Thursday, May 7, 1981
10:30 A.M.
SUNOL VALLEY GOLF COURSE
I-680 at Andrade Road Turnoff
Sunol

AUBURN

Wednesday, May 13, 1981
10 A.M.
AUBURN RECREATION CENTER
123 Recreation Drive
Auburn

SACRAMENTO

Thursday, May 14, 1981
10 A.M.
HOLIDAY INN SOUTH
4390 47th Avenue
Sacramento

WATSONVILLE

Wednesday, May 20, 1981
10:30 A.M.
V.F.W. POST 1716
1960 Freedom Boulevard
Freedom

SALT LAKE

Tuesday, June 2, 1981 2 P.M.
OPERATING ENGINEERS
BUILDING
1958 W.N. Temple
Salt Lake City

RENO

Thursday, June 4, 1981 2 P.M.
CARPENTERS HALL
1150 Terminal Way (Adjacent to
Reno Airport)
Reno

SAN MATEO

Tuesday, June 9, 1981 2 P.M.
I.A.M. AIRPORT TRANSPORT
EMPLOYEES BUILDING
Local Lodge #1781
1511 Rollins Road
Burlingame

NAPA-VALLEJO

Wednesday, June 10, 1981
10:30 A.M.
ELKS LODGE NO. 832
2840 Soscal Avenue North
Napa

UKIAH

Thursday, June 11, 1981 1 P.M.
GRANGE HALL
740 State Street
Ukiah

EURKEA

Tuesday, July 14, 1981 2 P.M.
OPERATING ENGINEERS
BUILDING
2806 Broadway
Eureka

REDDING

Wednesday, July 15, 1981
2 P.M.
MOOSE LODGE
320 Lake Boulevard
Redding

OROVILLE-MARYSVILLE

Thursday, July 16, 1981 2 P.M.
GRIDLEY VET. MEMORIAL
BUILDING
249 Sycamore At Highway 99
Gridley

San Jose will be set at a later date.

ATTENTION HAWAII MEMBERS

OAHU/
HONOLULU

Retiree's Assn.
Meeting

Monday, April 20, 2 P.M.
UNITED PUBLIC
WORKERS HALL
1426 North School Street
Honolulu

OAHU/
HONOLULU

Pre-Retirement
Counselling

Monday, April 20, 6 P.M.
WASHINGTON INTERMED.
SCHOOL
1633 South King Street
Honolulu

LIHUE/
KAUAI

Pre-Retirement
Counselling

Tuesday, April 21, 6 P.M.
WILCOX ELEM. SCHOOL
4319 Hardy Street
Lihue

HILO/
HAWAII

Pre-Retirement
Counselling

Wednesday, April 22, 6 P.M.
KAPIOLANI ELEM. SCHOOL
966 Kilauea Avenue
Hilo

KEALAKEKUA/
HAWAII

Pre-Retirement
Counselling

Thursday, April 23, 6 P.M.
KONA WAENA SCHOOL
Kealahou

WAILUKU/
MAUI

Pre-Retirement
Counselling

Friday, April 24, 6 P.M.
CAMERON CENTER AUDIT.
CONF. ROOMS 1 & 2
95 Mahalani Street Maui

PRE-RETIREMENT COUNSELLING SESSIONS

STOCKTON

Thursday, May 7, 1981 7 P.M.
OPERATING ENGINEERS
2626 North California Street
Stockton

AUBURN

Wednesday, May 13, 1981
7 P.M.
AUBURN RECREATION CENTER
123 Recreation Drive
Auburn

MARYSVILLE

Thursday, May 14, 1981 7 P.M.
OPERATING ENGINEERS
1010 "I" Street
Marysville

FRESNO

Thursday, May 21, 1981 7 P.M.
OPERATING ENGINEERS
3121 East Olive
Fresno

SALT LAKE

Tuesday, June 2, 1981 7 P.M.
OPERATING ENGINEERS
1958 W.N. Temple
Salt Lake City, Utah

PETALUMA

Tuesday, June 16, 1981 7 P.M.
PETALUMA MEMORIAL
BUILDING
1094 Petaluma Boulevard South
Petaluma

SAN JOSE

Wednesday, June 17, 1981
7 P.M.
HOLIDAY INN PARK CENTER
PLAZA
282 Almaden Boulevard
San Jose

UKIAH

Thursday, June 18, 1981 7 P.M.
GRANGE HALL
740 State Street
Ukiah

WATSONVILLE

Thursday, June 25, 1981 7 P.M.
VETERANS BUILDING
215 East 3rd Street
Watsonville

RENO

Thursday, July 30, 1981 7 P.M.
MUSICIANS LOCAL 368 HALL
124 West Taylor
Reno

Fringe Benefits Forum

By Art Garofalo,
Fringe Benefits Director



SPRING TRAINING

Each year about this time professional baseball players go into Spring Training Camps to warm up for the season. The coaches and the manager get together, go over all of the rules, check out the equipment and plan for the schedule ahead.

We do much of the same thing at the Fringe Benefit Center to get ready for the summer road trip. We serve like a coach. We help our teammates by providing valuable information and assistance wherever we can. We have gone over all the rules, we have obtained the very best equipment and we have planned our schedule. The season opener is April the 20th in Hawaii for both Pre-Retirement Counselling and Retiree Association meetings.

The rules have changed substantially these past two years. The Pension Plan has been improved by adding and extending some benefits. The Health and Welfare Plans for Northern California, Nevada, Utah and Hawaii have all added and improved their coverages. The Retiree's Health & Welfare Plan has been completely revised and upgraded.

We plan to go over all of these changes in detail during the sessions and answer any questions you may have.

If you are considering retirement within the next few years, a Pre-Retirement Counselling is a must for you and your spouse. The program is designed to make you aware of all of the benefits available and how they work. We don't want you caught off base when you retire.

If you are already retired, a Retiree Association meeting is a must for you and your spouse. The program is set up to keep you informed about your benefits and provide any service to you that we can. Retiree Health & Welfare booklets have just been sent out to all retirees. A representative from the Trust Fund Office will be on hand to go over the new benefits and answer any questions you may have.

NEW EQUIPMENT

This year we have added some new gear to both programs that will help. At each Pre-Retirement Counselling session we will have a limited supply of Retirement Portfolios to pass out to those interested. The packets contain general information about retirement planning. Also, we will have a supply of various

MEDICARE and Social Security pamphlets for your convenience.

The slide presentation is better than ever. In fact, this year we are going to show the Retiree Health & Welfare portion at the Retiree Association meetings to help explain the new Plan.

SEASON SCHEDULE

This month in Outlook we have printed a complete list of both the Pre-Retirement Counselling sessions and the Retiree Association meetings for your information. Be sure to check the schedule for the meeting most convenient for you and your spouse. You're welcome at any session. The Fringe Benefit Center will mail reminders about one week before each meeting. New Retiree Welfare booklets have been sent to all Pensioners.

Annual Pension Statements are scheduled to be sent out during April. Be sure to bring them to the meetings with your questions.

FROM THE COACHES

As members of the Local 3 team we are certainly favored with the best in Fringe Benefit Programs. These programs were all started, maintained and improved over the years because of the great foresight in our leadership. They have provided a comprehensive package of benefits to provide a financially secure future to Local 3 members and their spouses. The Plans are all set up so that Local 3 members have options and can make choices in their retirement.

Spring training is almost over and we are ready to go. You have the best equipment available and a complete coaching staff behind you. Let's Play Ball!

ENGINEERS • TECH ENGINEERS • TECH ENGINEERS • T

TEACHING TECHS BY ART PENNEBAKER, ADMINISTRATOR, SURVEYORS JAC

Teaching Techs

The winter months do give us a chance to regroup, catch up and prepare for the next go-round. This is also the time for other important projects leading toward a greater number of on the job training positions.



Jay Turner—General President of the I.U.O.E.—has been greatly impressed by the activities of Local Union No. 3 Technical Engineers as they have gone through the process of upgrading their skills and thereby their pay checks.

The General President is also impressed that California is the only State that has a written agreement with the Carpenters that delineates jurisdiction between the two crafts. In fact Jay recently requested that Local No. 3 Business Manager, Dale Marr, furnish a representative to a select committee concerned with a proposal for a Carpenters-Operators agreement for all the Locals in the United States and has appointed Dale to head-up the negotiating team for the I.U.O.E.

The California Carpenters-Operators agreement was first negotiated in the early 1950's and later amended in the early 1960's, Mr. Turner has indicated that he is not interested in a lesser agreement than the one in current use gained by Local No. 3 Technical Engineers members. This effort could mean a great number of job opportunities for Journeyman and Apprentice Surveyors throughout the United States.

Lou Brady—long time Local No. 3 member—is currently on the staff at the International offices in Washington D.C. One of his many responsibilities is Davis-Bacon. Davis-Bacon provides for Prevailing Rates of Pay for workmen and mechanics while performing work on fully funded Federal Public Works.

Surveyor classifications have been in and out of the coverage provisions for many years. The Chief of Party and sometimes the Instrument Man have been alleged to be supervisors—don't work, don't sweat and must be at least a graduate of M.I.T.—it is a constant battle. Lou sent us a copy of a recent letter from the General President to the Labor Department opening the battle once again in favor of the Chief of Party and other members of the survey crew.

Federal Davis-Bacon provisions, California State Labor Code provisions, other crafts overstepping jurisdictional lines at the job site—these sort of items may on the surface not appear to be related directly to Apprenticeship, but each has an impact on the number of positions available for training.

When a carpenter steps over the jurisdictional boundaries then a possible apprenticeship job is eliminated. When a Federal Prevailing Rate Coverage is imposed, then the odds are better that an Employer signatory to the NCSJAC Standards will have the job and provide an apprenticeship training position. When California Prevailing Rate Coverage is imposed then the odds are better that an Employer signatory to the NCSJAC Standards will have the job and provide an apprenticeship training position.

There is no magic in all of this. The carpenters can balk and declare war. The Feds can include Surveyor classifications today and melt under the attack of the Professional Engineer Society in Ohio tomorrow. So far, as the Surveyor coverage is passing through the State Courts it has been a 100% winner. This too, is subject to the system. One judge with an unsettled belly and forgot to bring the Roloids to the bench could stop the project.

Fortunately, your Employer is intimately involved in producing competitive workmen who will support his Professional services—the Union is understanding of the fact that more production means more dollars at the bargaining table—the NCSJAC's job is to produce that competitive workman so that he can earn the top dollar and to that end the JAC pursues every possible job opportunity for the Apprentice.

* * *

Sometime ago, when gasoline prices began to increase at a great rate, the Northern California Surveyors Joint Apprenticeship Committee made a decision to revoke mandatory attendance at Related Training Classes. The intent of the action was to give the Registered Apprentice some relief from the skyrocketing costs of commuting to class.

The decision was based on the assumption that the Registered Apprentices would, as their part of the bargain, accept their responsibility to complete one topic of Related Training Material each week and appear at somewhat regular intervals to be tested and for required help with the subject matter that was troublesome. Classrooms have been open with Instructors in attendance on the regular schedule throughout this period of time.

Many Registered Apprentices are not attending class sessions for inordinately long periods of time and the quality of the work submitted has been deteriorating beyond acceptable standards.

Suspension from work opportunities and removals from the program for deficiencies are on the increase.

It appears that major changes are demanded by the experiences with the current approach. The matter will be presented to a meeting of the Northern California Surveyors Joint Apprenticeship Committee in the near future.

The Administrator would like to report an increase in attendance, that the quality of work is rising, that deficiencies are fewer, that the Registered Apprentices are now accepting their part of the bargain and that there is a discernable show of personal interest in the training program.

At the time of the Northern California Surveyors Joint Apprenticeship Committee meeting the record will speak for itself. Adequacy of personal effort on the part of Registered Apprentices will be equated with the need for tighter rules. Expectations of the Joint Apprenticeship Committee will be balanced against demonstrated responsibility by the Registered Apprentices as their part of the bargain.

It is the experience of the Administrator that the Northern California Surveyors Joint Apprenticeship Committee will look with disfavor on the results thus far and will no doubt take action to curtail the obvious decline in quality of participation.

At stake are not only mandatory attendance at Related Training Classes and the cost of gasoline to get there but the economic facts of earning dollars on a competitive basis in a declining labor market. The more the knowledge of the occupation—the better the odds of being employed.

The record presented to the members of the Joint Apprenticeship Committee will be the record earned by the Registered Apprentices. There is still a bit of time to change the current record if EACH AND EVERY REGISTERED APPRENTICE immediately makes a special effort.

Talking to Techs

The New Professionals

During the past few years, increasing numbers of management consultants, academic researchers and attorneys, have organized into specialized firms and have gone to work for Employers who want to keep their companies "UNION FREE."

If you take a close look at these new type of professionals, you will find a totally new approach to union busting. In place of yellow-dog contracts, hired company spies, goons and strikebreakers, today's consultants use attitude surveys, "Ventilation Meetings," even films broadcast over closed circuit television.

The AFL-CIO estimated in October 1980, that there are over 1,000 firms and 1,500 individuals engaged in full-time union busting. Employers now spend in excess of \$500 million dollars annually on their services and use outside consultants in two-thirds of all organizing campaigns.

For Employers in the thick of an organizing campaign, strategies differ. Here the new professional goes to work delaying the election as long as possible, while other experts use the time to advantage, training supervisors to either harass or intimidate union supporters, stepping up anti-labor propaganda, and fostering "vote no" committees among the workers. Any union that wins an election under such difficult conditions often find themselves bargaining to impasse with Employers.

The Employers who attempt to get rid of union contracts are coached in tactics of direct union busting. Their strategy, although difficult, is to offer an unacceptable contract to force a strike, then bring in the scabs. This approach is tricky, but the union-busting lawyers are more than happy to advise Employers in how to use "the gray areas of the law." Unions realize that they must counter the growing sophistication of the new professionals with growing sophistication of our own. The fight has begun; the new professionals have won a few skirmishes, but when the dust settles, the working man and woman will still prevail.

Prevailing Wage Laws Not Inflationary

State Prevailing wage laws do not artificially inflate the cost of public construction, according to a new study just released by the Center to Protect Workers' Rights. "Prevailing Wage Laws Are Not Inflationary" A case study of public school construction costs provides a detailed examination of the cost of new school buildings in states with and without prevailing wage laws. The report concludes that there is "no evidence whatsoever" of any relationship between construction costs and the presence or absence of these laws.

In commenting on the study, Building Trades Department President Robert A. Georgine said, "One of the phony ar-

guments always being waged against prevailing wage laws is that payment of local prevailing wages somehow drives up the cost of public construction. This new study should help put that myth to rest. In fact, these laws save money in the long run, since they help make sure that public projects will be built by trained and experienced construction workers."

Trades Prepare for Prevailing Wage Fight

Building Trades and other labor leaders are gearing up to defend prevailing wage laws in state legislatures across the country. In many states where anti-labor forces mounted unsuccessful repeal campaigns in 1979 and 1980, the new state legislatures reflect the conservative shift in the recent elections. The Associated Builders and Contractors and their allies have commissioned new studies, including a newly revised state-by-state comparison, in preparation for the upcoming year. Serious repeal campaigns are expected in at least 20 states. In 1979 and 1980 Florida's and Alabama's laws were repealed, and Arizona's law was nullified in the courts.

Already in late 1979, the anti-labor forces had weakened Louisiana's law administratively. After a repeal effort stalled in the 1979 legislature, the new Republican governor decided to try a different method. Newly issued regulations will create additional classifications of workers, seriously diluting the law's effectiveness.

Work Picture

The work picture hasn't changed since our last article. It's still slow and doesn't look like it will pick up until the rains cease and the interest rates start going down.

The homebuilders, with big tracts, are being hurt because they have a large amount of unsold homes and are having to pay high interest rates on their construction loans. These high interest loans are stopping the builders from starting new construction. When he started some of his jobs the prime rate was around 13 to 15%, but now it's up to 20 percent plus or minus.

A lot of the builders are trying to sell the homes they've already built and are even trying to finance the loans themselves. This makes it good for the buyer, but when the builder isn't making a profit, he just can't continue, so he shuts down. This means fewer jobs for every craft out there.

On the brighter side of things there is still quite a bit of industrial parks, condos and business complexes still being built, and with Spring around the corner, there are going to be a number of Federal and State country jobs starting up. In reading business magazines, reports and newspaper articles, the business world is saying 1982-1983 looks like it will be very good in the construction field.

Fresno Area

Work for surveyors in the Fresno area is still doing well for the winter months. Even though the non-union firms do not pay as well as your union contractors do, the union firms are still taking work away from them based on high skill, not cheap labor. The outlook for surveying is looking better all the time. Firms like Wilson Hanna and Associates and R.S.I. Survey have a good work load coming up in the next two months. Projects in housing include about four hundred units in the private sector, about three hundred units in public housing. In the business complex area new work includes about one hundred acres. In the sewer, water and street area, most of the smaller cities have some new work coming up this spring. Fresno County area has a number of new and larger sewer treatment plants just starting or about to start.

Checking with Public Works Departments from Stockton to South of Fresno, we are told that most subdivision developers are just waiting for the cost of money to come down, and they will go great guns again.

Utah Board approves dam

The Utah Board of Water Resources has approved construction of a \$12.4 million dam and reservoir designed to bring more water to parched San Juan County. The board unanimously approved construction of a dam and 10,000 acre-foot reservoir on the Recapture Creek about 10 miles northeast of Blanding. Dennis Strong, of the Division of Water Resources staff, told the board the reservoir will be used to expand irrigation and industrial growth in the county and to ensure the city of a constant water supply during drought years. The reservoir will also be used for boating and fishing, he said.

He said San Juan County has historically suffered from a lack of water storage, consequently, in dry years crops and industry suffer and the towns must carefully guard their water supplies. The dam and reservoir will actually cost \$7.8 million to be funded by the Water Resources Board. An additional \$4.6 million will be funded by the State Highway Department to pay the cost of rerouting U-163 to the east around where the reservoir will be.





WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Local 3's safety program really works, statistics show

More from Santa Rosa

(Continued from Page 5)

Up in the Geysers area three power plants are just starting and lots and lots more work to come so all in all it looks fairly good for the coming year.

Mendocino County, as of this writing, does not have too much to offer with the exception of the Hwy 101 job up by Leggett. The state specs on this are between \$4 and \$5 million. There is also some highway work on Hwy 1 around Fort Bragg. Remco Hydraulics, Inc. in Willits has had some severe layoffs recently due to the sagging economy but the company has hopes this will reverse itself in the near future.

Over in Lake County we see that besides the good cat fishing work for 1981 should be very good, with mainly highway and geothermal going. There is a lot of activity on the Lake County side of The Geysers—roads, drill sites and power house work, plus three state highway jobs.

Syar Industries have a nice job on State Hwy 20 close to the Colusa County line. Bertlesen Const. is working on Hwy 53 between Middletown and Lower Lake, plus the Ferrante Const. Co. is just starting on its Hwy 29 job just out of Lower Lake.

Late in the year 1973, newly elected Business Manager Dale Marr formed a full time Safety Department to service the 36,000 members of the Operating Engineers Local 3. Dale Marr saw the need for a department to devote itself full time to safety and health in all aspects of this high-hazard industry, because of the union's large size and membership.



Safety training and education for Journeymen and Apprentices, men and women alike, has been rewarding since the inception of the department. Safety is not a byword at the local union's Training Center located east of Sacramento, where apprentices take their initial step to become an Operating Engineer. Some 400 hours of training are required at the training site before work is started with an employer. Safety orientation instructions are given beginning the first full day at the training site. Two weeks of classroom instruction are given prior to entering the field where the equipment training starts.

Advanced apprentices are required to attend the site for additional training every year until graduation to Journeyman level. Mandatory safety meetings for the apprentices are held constantly throughout the 24 district and subdistrict offices.

On-the-job safety meetings are attended

by the five representatives of the department. Some meetings are conducted by union representatives by request of the employers.

Many meetings are at night with journeymen and apprentices alike, and I might add attendance is very good for members giving of their own time.

Training sessions are conducted for some 1,400 members to serve as Stewards and Safety Committeemen. Members serving in this position are instructed to approach management with violations on that particular project and attempt to resolve the situation.

The Safety Department involves itself with accident investigation, accident analysis, hazard recognitions, and many other facets directly related to safety.

The department investigates an average of 140 safety hazard violations per year. Over 95% of the reported violations are corrected at the jobsite without bringing in any government agency. This says something for labor and management's efforts to provide a safe place of employment.

Some other efforts put forth are involvement with new safety and health standards, and designing new training and educational material, as there is a lack of sufficient material for ongoing problems. With all of this involvement the bottom line is, does it work?

Accident reporting statistics provided a very interesting story. For example, the accidents reported for the year 1974 and subsequent years are as follows:

Accidents	for	Year
165	for	1974
137	for	1975
125	for	1976
80	for	1977
65	for	1978
		start of 400 Hour Apprentice Program
68	for	1979
		top year for hours worked
41	for	1980

As these figures show, a drastic reduction in accidents for the years 1974 through 1980 was accomplished. The years preceding 1978 were showing an average of 25 apprentices having a lost time accident. The years 1978 through 1980 show an average of 5 apprentices involved in lost time accidents. The incidence rate for construction in the entire state of California is 15.73%, whereas the rate for Local 3 is 0.11%.

Through the accidents reported and investigated, valuable information is gained as to the nature, cause, conditions, etc., with training and education provided to correct repetition of further instances.

Figures shown are only to illustrate what can transpire in a few years with effort towards safety and health in the construction industry. Tribute must be given to our Business Manager and International Vice President Dale Marr, who for the past 35 years has dedicated himself to the safety and health of those working in the industry.

Allen-Warner Valley power plant faces uncertain future

(Continued from Page 7)

land, would be used to supply the Allen-Warner project.

Until this action took place, the Nevada Power Co., which is the lead utility in building the plants, had estimated the project would be completed in 1986.

Energy Commission Chairman Russell Schweickart said he hoped "the case (report) put out by our staff is seriously considered by the utilities before they refile or consider refiling the application."

"The record developed in this case indicates there is a considerable set of options that are more cost-effective and are preferred technologies to coal," Schweickart said. Those options could help reduce the current dependence of PG&E and Edison on foreign oil more quickly than building large, expensive coal plants, he said.

David Mastbaum of Berkeley, a lawyer for the Environmental Defense Fund, described the coal projects as an "energy dinosaur." "Economically, it is a better deal for the ratepayers if the utilities pursue conservation and renewable sources of energy," Mastbaum said. "The old way of doing business just doesn't work."

PG&E and Edison need a "certificate of public convenience and necessity" from the state PUC before they can participate in the Allen-Warner Valley project. So far, the PUC has held more than 100 hearings on the proposal but has not made a final decision.

Even though the announcement to delay the project came somewhat as a surprise at the commission hearing, it appears to be in line with recent moves by PG&E to reduce its capital expansion program.

Last December the utility announced that it expects to meet regional electricity needs during this decade with fewer projects and less expansion than was previously forecast. The company said that its revised planning recognizes lower forecasts of growth in the use of electricity through the 1980s, coupled with unforeseen limitations on PG&E's ability to raise the necessary capital.

The scaled-down plan calls for the addition of 6.5 million kilowatts of generating capacity through 1990.

Fifty-four percent of the additions will be renewable or alternative resources: geothermal, hydroelectric, cogeneration and wind. Expanded conservation and load management programs are also essential parts of the plan.

Changes from PG&E's earlier long-term electric resource planning include:

- Withdrawal of the 378,000 kilowatt combined-cycle unit planned earlier for the Potrero Power Plant in San Francisco. The unit will remain an option for future resource plans, if needed.
- PG&E is offering up to 50 percent of its share of the Harry Allen-Warner Valley plants to other power suppliers in northern and central California.
- Deferral to 1993 of the 1.6 million kilowatt Montezuma coal-fired power plant planned for a site near Collinsville in Solano County.
- Omission of the 280,000 kilowatt PG&E/Getty Kern River oil field cogeneration project because it is not now economic.
- Addition of the PG&E/Texaco 210,000 kilowatt cogeneration and petroleum coke or coal gasification

project in San Ardo in Monterey County.

The plan calls for PG&E to continue to increase its energy conservation programs. By 2000, the cumulative effect of conservation

and load management programs and customers' responses to rate increases is expected to have reduced peak demand 7.5 million kilowatts, almost 25 percent below what it would otherwise have been.

Two geological reports stir controversy over White River Dam proposal in Utah

By Mary Kelly

Two reports have been prepared by the Utah Geologic and Mineral Survey, a division within the Utah Department of Natural Resources, concerning the proposed White River Dam and reservoir planned for Uintah County.

The first report says the sandstone formations that would anchor the 130-foot high earthfill dam might erode and disintegrate when in contact with water. It also states that the reservoir would prevent the development of shale deposits that could produce about two billion gallons of oil.

The study was done in 1976, before the legislature approved state financing of the project at a cost of \$22 million. The second report, written in 1980, warns of extensive danger to wildlife, and that the dam could lose water through joints and fractures in the underlying rock.

Both reports were made public only recently in an article in the Survey's newsletter—sparking response from diverse community groups, state officials and individuals about the contents of the reports, and political ramifications resulting from publication—and prompting a joint statement by the Utah Audubon Society and the Utah Water Resources Council.

They claim the Department of

Natural Resources has ignored and suppressed the two studies, which may have prevented the governor from seeing them. Both Governor Matheson and the Department have supported construction of the dam, and the legislature has authorized the sale of up to \$50 million in bonds to pay for the project which would be located near Bonanza.

It would be the largest water project ever built in Utah without federal assistance.

The dam, with a lake stretching back from Bonanza 13 miles to the Colorado border, was envisioned by the state as a measure to help meet water demands essential to the energy independence of the nation, by the oil shale industry as a source of hydroelectric power beneficial in terms of cost effectiveness and environmental protection, and by Uintah County groups as essential for water supplies.

Environmental groups opposing construction of the dam say it would be a white elephant, would be dangerous to human life, wildlife, and the environment and that there are feasible alternatives.

Proponents disagree with arguments that the reservoir would prevent the primary reason for building the dam—recovery of oil from oil shale deposits. The recent Sur-

The plan also calls for PG&E to continue to accelerate cogeneration and technologies for use of resources such as wind, hot water geothermal, solar photovoltaic and solar thermal.

vey reports said that the 13-mile long lake created by the dam would cover the state's richest shale deposits, making it difficult or impossible to utilize the thickest and richest shale in Utah.

The Survey report of 1980 recommends a thorough study of the site and consideration of alternatives. In the meantime, the White River Shale Project, which holds leases to federal oil shale tracts in Uintah County south of the White River intend to commence development of the tracts later in the year. A representative of the Project has stated that long term alternatives to the White River Dam have never been considered reasonable or attractive. Project geologists and State Water Resources representatives have expressed confidence in the plan for the dam.

Although supporters of the dam say that it will provide the region with a more consistent irrigation water supply, improve water quality and reduce flood peaks on the White River, geological questions must be explored and answered, and an environmental impact statement is stalled, pending completion of a detailed study of the project's affects on several endangered species of fish which live in the White River.

W.W. Clyde gears up for I-15 project

Utah District Representative Les Lassiter reports that W. W. Clyde Company has been awarded the bid on the section of I-15 from Mills Junction to the Sevier River. However, there were a few complications. The specifications did not contain the current wage rates or fringe benefits for Operating Engineers, Teamsters or Laborers. Local #3 immediately filed a lawsuit against the Federal Highway Administration and the Utah Department of Transportation. "We were successful in convincing Judge Anderson and the attorneys representing the Federal and State governments that the Federal Register had adopted our wages and benefits and that the current rates should therefore apply," Lassiter said. "We are extremely happy to report this decision."

The Project Agreement for the Moon Lake Project has been negotiated and the bids are due March 10th on site preparation and March 17th on the raw water supply.

With the Department of Energy Development in the Uintah Basin area, the Intermountain Power Plant in Delta, as well as the Interstate Highway construction to be done, it looks like this is going to be an excellent year.

Salt Lake Valley

Work in the Salt Lake Valley has slowed down a great deal because of the cold weather and financing, reports Asst. District Representative Don Strate. However, the commercial building construction in downtown Salt Lake City is still going strong, keeping a good number of Brothers busy this winter. At this time the prospects for a good summer look pretty good. There are quite a few more Interstate highway jobs coming up in the State this year providing President Reagan doesn't cut off all Federal Highway Funds as he is threatening to do.

Salt Lake City has been given the go-ahead on the Little Dell Dam in Parleys Canyon. "We do not know where all the funding is coming from at this time," Strate said. The Feds have been using the Central Utah Water project as a political football since its conception and will probably continue to do so for some years to come. With this in mind, Salt Lake City can't afford to be left literally high and dry without a sufficient water supply.

Bids will be opened February 18th for construction of a new wastewater treatment plant at 7600 South on the Jordan River. The first phase of the project calls for an access road and bridge to 1300 West, scarification and clearing and hauling 200,000 yards of pre-load materials. This phase will cost in excess of \$2 million. The Environmental Protection Agency is putting up 75 percent of the funds and they require that 8 to 10 percent of the companies working on the project are managed by minorities and 2 percent by women.

Some bridge deck surfacing work is coming up on the 6th South viaduct and two bridges on the 24th South Interchange. These projects are to be completed by October 15, 1981.

"We would like to thank the members who responded to our call for help on House Bill No. 1 (State Prevailing Wage Law)," Strate commented. "We are sure the telephone calls to the State Representatives have been a great help.

However, we are not yet sure how the Bill will come out of the Legislature. If we lose this fight, every working person in Utah will feel the bad affects."

Promise of new road

Governor Scott Matheson has pledged \$8 million for construction of a new direct route road from Vernal to Bonanza, Utah, reports Business Representative Kay Leishman. The cost estimate on the 30-mile road, including a bridge across the Green River, is \$17 to \$21 million. The road will give direct access from Vernal to the Moon Lake Power Project, the White River Shale Project, Paraho Project, White River Dam site, the existing American Gilsonite Plant at Bonanza and other proposed projects in the energy-rich area of southeastern Uintah County.

Five synthetic fuel projects in Utah have been awarded financial assistance by the U.S. Department of Energy. Four of the projects will receive a total of \$15 million and one was awarded \$17.6 million. A total of \$270 million was available nationally in the program, with Utah's share of \$32.6 million representing almost twelve percent of the overall awards. Utah projects receiving awards are:

- Great National Corporation near Sunnyside, Carbon County. \$3.4 million Department of Energy funding. The project is designed to produce 25,000 barrels of oil per day from tar sands.
- Mountain Fuel Resources, Emery County. \$7.1 million project with \$3.6 million Department of Energy funds. Coal gasification project producing the equivalent of 22,000 barrels of oil per day.
- Plateau Inc., Roosevelt, Duchesne County. \$5 million project with \$4.1 DOE funds. Modification of existing refinery to process 10,000 barrels per day of raw shale oil.
- Syntana, Bonanza, Uintah County. \$4.7 million with \$4 million DOE funding. Project to produce 30,000 barrels of oil per day from oil shale.
- Paraho, Bonanza, Uintah County. Total cost, \$35.2 million, \$17.6 million in funding. Construction of plant designed to produce 30,000 barrels of oil per day from oil shale.

If all the above projects were operating at this time, Utah would produce approximately 117,000 barrels of oil per day.

About five years ago, Tosco Corporation officials outlined an oil shale project, located at least 35 miles south of Vernal, blocking up about 15,000 acres of leases to be operated as one unit to be called the Sand Wash Project. The Sand Wash Project is expected to produce 47,000 to 48,000 barrels of oil a day requiring 66,000 tons per day of shale material. It is estimated that the Sand Wash Project has 1.6 billion tons of shale resource in a 30 to 40 foot zone, 2,000 to 2,400 feet deep. The shale is a grade that should produce about 35 gallons per ton.

Construction at Sand Wash will require approximately 2,500 persons for about three years. The permanent employment force will remain at about 1,200 persons to operate the plant. Construction is expected to begin in the near future. The Sand Wash Project will require a 100 megawatt supply of power and the oil will probably be shipped out by pipeline.

Millcreek dam project

L. A. Young Sons' Company has just about finished clay lining the bottom of the Millcreek Dam Project for Neeley Construction, reports Business Representative Murray Stevens. Both contractors expect to be finished with the job by the end of February.

W.W. Clyde Company should finish their job on I-70 at Green River in March. They have been working two shifts and have kept about thirty Engineers working all winter.

M-K Power Associates has been busy at Wellington unloading steel from railroad cars onto trucks for shipment to Castle Dale. About 80 Brothers are working for this contractor at Castle Dale. At the present time M-K is having problems keeping all the hands busy as Brown & Roote Company, who has the contract for the engineering, is behind on getting the plans on the various structures to M-K. W.W. Clyde Company has picked up a job of about 30,000 yards at the power plant, which should last until the end of March.

Jelco has a shutdown on one of the units at Huntington, which should last until about the middle of March.

H-E Lowdermilk has had a crusher crew and hauling crew working at their pit at Helper all winter. They will have a good stockpile for the busy summer ahead. As soon as the spring weather breaks, Lowdermilk will start a crew back at Eccles Canyon. They expect to have about \$3 or \$4 million more work this year and next.

Mining

On January 29th, Utah International Inc. ceased operations at the Iron Springs Mine near Cedar City, Utah, reports Business Representative Bill Markus. Mine Manager York Jones informed employees and the Unions on January 26th that the Company had made the decision to close the mine for the simple reason that the operation was no longer economically competitive in the steel industry because of production costs, shipping expenses and the lack of ore

35 YEARS

At its meeting on February 22, the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Local 3.

Name	Reg. No.	Initiated by	Local No.
Normal E. Abel	310702	7/41	3A
Murray Allen	495984	12/45	3
Ralph E. Brereton	360537	6/42	3
Ivan Carden	500920	2/46	3
Laurence Chapman	338458	1/42	3A
Lester E. Christman	500922	2/46	3
Wendell Crossland	334906	12/41	3B
William Dawson	500928	2/46	3
Gerald Deal	366038	(6/42 initiated by 2/46 transferred to)	302
Salvador S. DeCarlo	408992	2/43	3B
Charles D. Fraiser	490946	10/45	3
Joe J. Gomes	491075	10/45	3A
Zack P. Hall	314234	8/41	3
Alan C. Henry	500946	2/46	3
Robert J. Larkin	354746	5/42	3A
Ivor Ralph Martin	464086	11/44	3A
Herbert M. Maunder	334550	12/41	3
George W. McBride	322367	9/41	3
John E. McFall	382174	9/42	3A
Al McNamara	425016	7/43	3
George W. Morton	501045	2/46	3D
Rupert Wesley Poe	360700	6/42	3
Philip Speck	454240	7/44	3
Hughie Shiflet	473795	3/45	3
Donald R. Smith	314255	8/41	3
Frank W. Wilson	386991	10/42	3A
Oliver F. Vickrey	500984	2/46	3

contracts.

The Company stopped mining at noon January 29th, laying off all production crews. Maintenance, repair crews, weighmasters, car droppers, etc. continued until February 6th, and the management personnel until February 12th.

Mr. Jones said that the Company will attempt to relocate some of the employees at other Utah International operations. Also, if and when their Alton Coal Project gets under way, employees will be given the opportunity to work for them. However, the project is not

scheduled to begin until some time in 1983.

An asphalt surfacing job with an engineer's estimate of \$1.7 million from Emery to Castle Rock was advertised Feb. 24, reports Business Representative Rex Daugherty. This 3.4 mile project calls for 3,024 tons bituminous material & 40,800 tons bituminous surface. Peter Kiewit Sons' just completed the grade on this project.

The Syracuse Interchange on I-15 should be advertised in March. The Engineer's estimate is \$4.5 million.

Pro-worker congressmen head key subcommittees

Washington — Congressmen with strong records of support for labor's goals will continue to head key subcommittees of the House Education & Labor Committee despite election shakeups.

Rep. Phillip Burton (D-Calif.) will be the new chairman of the

Labor-Management Relations subcommittee, replacing Frank Thompson, Jr. (D-N.J.), who lost his bid for re-election.

Thompson, a champion of worker causes, had a 94 percent "right" voting record by COPE standards. Burton's career voting record is an identical 94 percent.

To take the chairmanship, Burton had to give up his chairmanship of the Interior Committee's Subcommittee on National Parks.

He said he agreed to do so because "the new political climate in Washington makes it imperative for me to focus my primary efforts on the rights of the American worker."

Burton pledged to work for the goals of "a decent wage, fair collective bargaining, adequate pension benefits, and a safe and healthful workplace."

The Labor Standards subcommittee also lost a chairman in the election, Edward P. Beard (D-R.I.), who had an 88 percent "right" COPE voting score. His successor, George Miller (D-Calif.) is in the same ballpark with an 85 percent "right" voting record.

Other subcommittee chairmanship changes are in two of the education panels. Rep. Paul Simon (D-Ill.) switched to head the Post-secondary Education subcommittee and Rep. Austin J. Murphy (D-Pa.) replaces him as chairman

More from Mayfield

(Continued from Page 5)

adjustment increases for 2nd and 3rd year wage increase. In addition to wages shown above, overtime provisions were increased to, in all cases, at least doubletime and in other instances, overtime could be triplete. Also, several key contract language changes were obtained. It is difficult to understand why a contract as good as this was, was not approved 100% by the Rank & File, but in fact was only approved by a 2 to 1 margin, of those present at the ratification meeting.

I mentioned this last month that this local union and the rest of the Building Trades Unions have signed the Moon Lake Project Agreement, which was located in the North East part of Utah and eventually a billion dollars worth of new construction would in fact be constructed under this project agreement. Hopefully this will all be done by Union Contractors, but this fact is not guaranteed by this project agreement. At any rate, the first large segments to be bid and opened will be done on March 10th and March 17th, respectively. I understand that these primarily large excavation and underground (pipelines) sections will begin almost at once. We can use the work for certain, and these should be very long, quality-type jobs.

In closing, I would like to say that almost immediately preparation must be made for beginning negotiations for the Utah Master Agreements, the Utah Sand & Gravel Agreements, and the Utah Custom Agreement, as they all expire in midsummer of this year and must be renegotiated. My hope is that work picks up considerably from our present posture, as it is always easier to get respectable gains in times of plentiful work rather than when there is little work.

DEPARTED BROTHERS

Business Manager Dale Marr and the Officers of Local 3 extend their sympathy and condolences to the family and friends of the following deceased:

NAME/ADDRESS	DECEASED
Austin, Lewis C. (Vivian—Wife) 417 - 11th St., Marysville, California	1-21-81
Barkley, Jim (Helen—Wife) 2345 I Street, Rio Linda, California	1-3-81
Black, Ruben E. (Beatrice—Wife) 690 N 200 E, American Fork, Utah	1-9-81
Bond, Lee (Phyllis Harp—Daughter) 307 Tungstin, Truth or Conseq. N.M.	1-11-81
Clancy, Thomas (Audrey Applegate—Daughter) 260 Chicago Way, San Francisco, California	1-5-81
Cooper, Fred (Elizabeth—Wife) 1805 Drury Lane, Grants Pass, Oregon	1-18-81
Cowherd, Randall (Zoe Burroughs—Grnd-dtr) 62 Holiday Haven, Moab, Utah	1-8-81
Cox, Ted (Charlene—Wife) 5841 Sun Valley, Sacramento, California	1-22-81
Dirmeyer, Victor (Angie—Wife) 141 S Fourth Ave., Oakdale, California	1-14-81
Dougherty, Charles F. (Grace—Wife) 2108 San Miguel Canyon, Salinas, California	1-6-81
Driscoll, Michael (Michael—Son) P.O. Box 989, Willits, California	1-19-81
Duncan, Clarence (Helen—Wife) 1109 E Fairmont, Modesto, California	12-29-80
Dunn, James L. (Thelma Hadley—Daughter) P.O. Box 868, Oroville, California	1-7-81
Gates, Earl (Maria—Wife) 1117 - 14th St., Santa Rosa, California	1-18-81
Harris, Roy E. (Bonnie—Wife) 870 Tully Rd., San Jose, California	12-28-80

Haskins, Gerald (Marie—Wife) 4533 White River, Redding, California	1-18-81
Hiter, Richard (Betty—Wife) 38863 Fremont Bl 7, Fremont, California	1-30-81
Hughes, Walter (Zerma—Wife) Rt 7 Box 87 A, Paragould, Arkansas	12-27-80
Hunt, Melvin R. (Richard—Son) 70 Grant Avenue, San Lorenzo, California	1-8-81
Ingersoll, Charles E. (Eva L.—Wife) P.O. Box 130, Ceres, California	1-17-81
Jacobus, Floyd 5941 Sampson Blvd., Sacramento, California	1-29-81
Kinney, William E. (Ruth—Wife) 2131 S Dana No. C, Anaheim, California	12-10-80
Kirksey, Kelley (Hortense—Wife) 1784 Allan Way, Santa Rosa, California	1-3-81
Krolick, Peter (Helen—Wife) 4968 Sterling Dr., Fremont, California	1-15-81
Lambert, Melvin (Mildred Falasco—Sister) P.O. Box 234, San Lorenzo, California	1-23-81
Lincoln, Oscar (Dolores—Wife) 460 E Lanikaula Street, Hilo, Hawaii	1-27-81
Maple, John H. (Sarah—Wife) 288 East Costner, Farmersville, California	1-17-81
Mattingly, Guy (Fay Lee—Friend) P.O. Box 943, Loomis, California	1-7-81
Moers, Ernest H. (Ray Moers—Brother Elizabeth Beatty—Sister) P.O. Box 642, Boyes Hot Springs, California	2-2-81
Nichols, Rance (Janet—Wife) P.O. Box 31, Esparto, California	1-19-81
Ogren, Hans (Ella—Wife) 640 E St., Petaluma, California	1-12-81
Peterson, James C. (Gertrude Nicola—Daughter) P.O. Box 1582, S. Lake Tahoe, California	1-8-81
Porter, Nial W. (Gordon—Son) P.O. Box 697, Napa, California	1-23-81
Selich, Vincent (Elsie—Wife) P.O. Box 517, Summit City, California	12-31-80

Smith, Ray W. (Helen—Wife) 451 Apple Lane, Paradise, California	1-7-81
Stearns, Alonzo (Tula—Wife) 2621 Prescott No. 53, Modesto, California	1-8-81
Tims, Ham (Anita Tims—Niece) Rt No. 2 Box 460 A, Ripley, Tenn.	12-27-80
Wentworth, Everette (Margaret—Wife) 5147 N Leonard, Clovis, California	1-7-81
Winchell, Henry J. (Ellen—Wife) 855 Barron Ave. No. 18, Redwood City, California	1-26-81
Woolford, Harold (Estelle—Wife) 8863 Central Ave., Orangevale, California	12-30-80
Wright, Bob (Leota—Wife) P.O. Box 396, Palermo, California	12-22-80

107 Deceased Members Nov. 1, 1980 thru Jan. 31, 1981
3 Industrial Accidents Nov. 1, 1980 thru Jan. 31, 1981

DECEASED DEPENDENTS January 1981

Bresciani, Mary H.—Deceased January 8, 1981 Wife of James Bresciani
Ellison, Rich Lee—Deceased January 8, 1981 Son of Leland Ellison
Fineaux, Opal—Deceased January 16, 1981 Wife of Roy Fineaux
Fromm, Donna Jean—Deceased July, 1980 Wife of Don Fromm
Hager, Geneva—Deceased January 30, 1981 Wife of Gilbert Hager
Ingram, Paul A.—Deceased January 17, 1981 Son of Clifton Ingram
Ottolini, Natasha—Deceased December 31, 1980 Wife of Joseph Ottolini
Sanchez, Rose—Deceased January 2, 1981 Wife of Robert Sanchez
Thompson, Adele—Deceased January 25, 1981 Wife of Thomas Thompson



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DALE HANAN
General Manager

How well are we doing our job?
If we asked that of all 24,000 CU members, their answers might range from "very bad" to "very good", from "I don't care" to "I don't know".

What can you use to tell how well your CU is doing its job?
Well, the purposes of your CU are to provide its members with a source of credit at reasonable rates, to encourage saving, to pay an excellent return to savers, to offer other beneficial financial programs, and to provide good service.

In short, the purpose is to make membership in the CU profitable and meaningful to as many of its members as it can.

Can that be measured?
Yes, largely by numbers . . . numbers that show the overall picture. Numbers that show how many loans we're writing, what we're charging for credit, what we're paying for saving, what our assets are, how many people are joining and so forth.

Your CU is only 17 years old. It was started in 1964 by a few Local Union No. 3 members on their original investment of \$1,000, the beginning assets of your CU.

Today, your CU serves more than 24,000 members and its assets exceed \$58 million. In fact, it's the largest labor union credit union in the world and ranks in the upper 5% by assets of all 22,000 credit unions in the United States.

That kind of growth in members and assets is a strong indication of your CU's success, of how well it's doing its job.

During those 17 years, members have received 42,660 loans totaling more than \$118.5 million. Because your CU has usually had the lowest interest rates in the market place over those 17 years, it's safe to say those member-borrowers saved themselves quite a lot of money in interest charges because they had a CU to serve.

There's no accurate way to measure the exact savings in interest costs.

Let's say, however, that you borrowed \$118.5 million today and took the next 17 years to pay it back. If you borrowed at 18% ANNUAL PERCENTAGE RATE . . . a good rate in today's market place . . . you'd pay \$52.7 million more in interest than if you had borrowed from your CU at its 15% ANNUAL PERCENTAGE RATE.

In other words, all things being equal, your CU would save its member-borrowers \$52.7 million over the next 17 years. That's more than \$3 million a year.

Now, the above is a hypothetical exercise. Our members aren't going to borrow \$118.5 million in one day and take the next 17 years to repay.

It does highlight, however, that over the last 17 years we have saved our borrowers a lot of money . . . perhaps in the multi-millions of dollars.

To those borrowers, membership in the CU has been personally and collectively profitable.

Stirs up environmentalists

Interior Secty. reopens offshore issue

Interior Secretary James G. Watt, reversing a major decision by his predecessor, has moved to open four environmentally sensitive areas off the central and Northern California coast to oil and gas exploration.

In his first major action since taking office late last month, Watt issued a new proposed notice of sale of offshore oil and gas leases that includes the four hotly contested areas. He gave Governor Brown and the public 60 days to comment.

Brown responded quickly in a telegram urging Watt to withdraw his action. "Your proposal to lease the four northern basins," Brown said, "is contrary to every recommendation my administration has made over the past six years to the Department of Interior."

"The risks to the environment and the local economy, which are based on tourism, fishing and shipping, clearly outweigh the benefits of drilling," Brown said.

Former Interior Secretary Cecil Andrus dropped the areas—the Eel River Basin off Eureka, Point Arena Basin off Mendocino County, the Bodega area off Sonoma and Marin counties, and the Santa Cruz Basin off northern Santa Cruz and San Mateo counties—from Lease Sale 53 last October after a concerted battle by state and local forces to block any oil development there.

Andrus cited "the preferences and the well-being of people in coastal areas who may be affected by offshore oil and gas activities."

As approved by Andrus last year, Lease Sale 53 would include only 115 tracts of central California lands offshore from Santa Barbara and San Luis Obispo counties, totaling 606,277 acres in the Santa Maria Basin. Watt's proposal would add 127 more tracts stretching north to Humboldt County, raising the possible area for lease

to 242 tracts covering 1.3 million acres.

Lease Sale 53 is scheduled for May, and Watts said that "no final decision as to whether all, or any, of these basins will actually be offered" for sale has yet been made.

In a letter to Brown, Watt wrote: "The president has instructed me to take the necessary steps to increase the domestic production of oil and gas, and I firmly intend to take those steps."

"Since this is the first . . . sale scheduled to be held while I am secretary, I want to be sure in my own mind that we have made every effort to meet the president's request, obviously within the bounds of necessary and proper environmental protection," Watt said.

Eleven California congressmen also sent a telegram to Watt, protesting the decision as "a tragic mistake which the people of central and Northern California will not tolerate."

They warned that including the areas in the lease sale "can only result in protracted litigation" and charged that Watt was ignoring President Reagan's campaign pledge to return power to state and local governments.

The ocean territory up for grabs blankets the coast from Mexico to the Oregon border. The area stretches seaward as far as 200 miles, covering 24.1 million acres in waters as deep as 2½ miles.

The territory is so vast that no one is prepared to say how many billions of dollars are at stake. The amount depends on the potential of the area.

But as an example of the value the sale could reach, the development potential of some 1.4 million acres stretching from Point Conception in Santa Barbara County to the Oregon border totals \$42 billion, according to U.S. Geological Survey estimates.

The 1.4 million acres are in-

cluded in the controversial Lease Sale 53, which is one stage ahead of Sale 73.

Public hearings on Sale 53 in coastal communities drew 700 people, almost all of them staunch

(Continued on Page 15)

Grievance Committee Elections

At its meeting on January 28th, the District 17 Honolulu membership reelected the following to serve on its Grievance Committee for the ensuing year: Brothers John Hoopii, Jr., William Kapiko and Richard Lacar, Jr.

At its meeting on February 10th the District 3 membership reelected Brothers Leroy Howard and Lee DuBois, and elected Billy Barrett to serve on its Grievance Committee for the ensuing year.

At its meeting on February 12th the District 2 membership reelected Brothers Donald Robertson, Hale Mason and Raymond Royer to serve on its Grievance Committee for the ensuing year.

At its meeting on February 17th the District 5 membership reelected the following to serve on its Grievance Committee for the ensuing year: Robert Daniels, Bob Sheffield and Francis Rocha.

At its meeting on February 24th the District 8 membership reelected Brothers Billy Burns and Jack Misener, and elected Jim Wood to serve on its Grievance Committee for the ensuing year.

Attend Your Union Meetings

All District Meetings convene at 8 p.m., with the exception of Honolulu, Hilo and Maui, which for the month of April only will begin at 6 p.m.

March

4th	Salt Lake City: Engineers Bldg., 1958 W. North Temple
5th	Reno: Musicians Hall, 124 West Taylor
12th	Santa Rosa: Veterans Bldg., 1351 Maple Street
19th	San Jose: Labor Temple, 2102 Almaden Rd.
April	
7th	Eureka: Engineers Bldg., 2806 Broadway
8th	Redding: Engineers Bldg., 100 Lake Blvd.
9th	Yuba City: Yuba-Sutter Fairgrounds, Arts/Crafts Bldg., 442 Franklin Road
16th	San Mateo: Electricians Hall, 300 8th Ave.
20th	Honolulu: Washington Intermediate School, 1633 S. King St., Honolulu
22nd	Hilo: Kapiolani School, 966 Kilauea Ave.
24th	Maui: Cameron Center Aud., Rm. 1 & 2, 95 Mahalani St., Wailuku

Semi-annual Mtg.

Saturday, July 11, 1 p.m. Seafarers International Union Auditorium, 350 Fremont Street, San Francisco, CA

DUES SCHEDULE FOR PERIOD 10/1/80—9/30/81

Local 3	\$120.	(Per Qtr.)
Local 3A	\$117.	(Per Qtr.)
Local 3B	\$120.	(Per Qtr.)
Local 3C	\$117.	(Per Qtr.)
Local 3E	\$117.	(Per Qtr.)
Local 3R	\$117.	(Per Qtr.)
Local 3D	*Variable by Unit	

The dues rates for the periods as indicated above apply regardless of when payment is made.

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

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State Senate makes appointments to Central Coastal Commission

Resisting outcries from environmentalists, the State Senate Rules Committee this month replaced its three appointees to the Central Coast Commission, including Mary Henderson, a vocal environmentalist who also served on the statewide commission.

Appointed to the board was Jack Bullard, Asst. District Representative for Local 3, Larry Parent, a Monterey realtor and Stanley A. Doten, a San Francisco trial attorney. Removed from the commission along with Henderson were Robert Nix of Carmel and Norman Walters of Santa Cruz, who had served on the regional commission since its inception in 1973.

Central Coast Commission work was coming to a standstill because of constant controversies between the environmental and developer interests on the board, according to Nancy Burt, administrative officer for the Rules Committee. Burt said Rules Committee members decided to make the replacements on

Smog Bill

(Continued from Page 1)

maximum tune-up cost of about \$50. If the inspections uncovered a need for other repairs, owners would not be required to obtain certification for those as would be required for the annual vehicle inspection.

The smog district would run the program, keeping tabs of the privately owned clean air stations. The state would operate the central test stations. Under the proposed legislation, 1980 and 1981 cars would be exempt from the inspection because they have new computers that interfere with tune-up inspections. Cars with diesel engines would also be exempt.

Davis-Bacon

(Continued from Page 1)

kicking a sleeping bear," he predicted. The demonstration this month showed "we are starting to wake up the bear." He maintained that the prevailing wage law has helped to keep Utah free from labor unrest for many years.

With the Legislature now adjourned, the Little Davis-Bacon Act is scheduled to go out of existence in two months.

Local 3 Business Manager Dale Marr points out that there are serious ramifications. "In the long run, repeal of the prevailing wage law will depress construction wages," he said. "But in the immediate future, this repeal will put some of our members out of a job entirely. Our contractors who are signatory to our agreements must pay the wage rates we have negotiated. Without a Little Davis-Bacon law, there will be some state funded projects that will no doubt go to open shop contractors rather than union contractors, who will now be able to undercut our union contractors on wages."

LETS PLAY BALL!!!

The Operating Engineers District Offices throughout Northern California are now in the process of forming a slow-pitch soft-ball league. This is open to all members. Those members interested in participating on a team in your district, please contact for sign-up information your own District Office—or call Bruce Childers at the Oakland Office, 638-7273.

the Central Coast Commission in order to get some people "who would be able to work together on these important local plans."

Henderson, a Redwood City resident and avowed environmentalist, was a target of the California Coastal Council, of which Local 3 is an active member. Gamburg, Henderson's developer counterpart on the commission was criticized for missing most of the meetings. He was represented at most of the meetings by his alternate, Robert Nix.

One controversy arose this month when Nix accused Coastal Commission Executive Director Michael Fischer of offering to help clear the way for a Cannery Row development plan in Monterey if development interests would give up their opposition to Henderson. Nix called it a bribe, Fischer denied any deal.

Local 3 and the Coastal Council have expressed satisfaction with the removal of Henderson from the board, contending that her interpretation of the coastal laws frequently violated the rights of private property owners.

The commission members will have their work cut out for them over the next four months, as they are faced with the pressing task of deciding whether the Local Coastal Programs being planned by local



Asst. District Representative Jack Bullard from Santa Cruz County was appointed to the Central Coastal Commission by the State Senate.

governments meet the requirements of the Coastal Act.

These LCPs must be acted upon by July 1, which is the date that all three regional commissions are scheduled to be phased out under the law. The LCPs are the means by which local governments can regain control over development in their coastal zones by adopting plans and zoning ordinances that will meet the policies of the Coastal Act.

1981 GRIEVANCE COMMITTEE ELECTIONS

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or sub-district meeting of 1981. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

District	Date	Meeting Place
12 Salt Lake City	Mar. 4th	Engineers Bldg., 1958 N.W. Temple, Salt Lake City
11 Reno	Mar. 5th	Musicians Hall, 124 W. Taylor, Reno
10 Santa Rosa	Mar. 12th	Veterans Bldg., 1351 Maple St., Santa Rosa
9 San Jose	Mar. 19th	Labor Temple, 2101 Almaden Rd., San Jose

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

Section 1

District and Sub-district Grievance Committee.

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

Section 4.

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate:

- (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated;
(b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination.
(c) if he is an Officer of, or is on the full-time payroll of the Local Union; and
(d) if he is an owner-operator or a contractor.

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

Section 10

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