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, cramped 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. Most 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 work. "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 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 HBl, 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 entirely 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 HBl, the Utah Legislature on March 3 voted by a two-thirds majority to override his veto of HBl. 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 (Continued on Back Page)
Building Trades seek resolution to disputes

Building trades unions will seek to resolve a greater share of their jurisdictional disputes through direct action on the spot or union-to-union settlements. The move is part of broader efforts to improve the success rate of such settlements. The 15 union presidents who make up the governing body of the AFL-CIO Construction and Building Trades Dept. agreed to continue to explore pragmatic approaches that would lead to earlier-stage settlements.

BCTD President Robert A. Marshall 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 those closest to the situation are generally preferable. Former Labor Sec. Ray Marshall, in his professional role as an economist, discussed 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 Director of Housing & Community Development 1. Donald Terner, 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 the 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 cost or discrimination. Terner told the building trades leaders that he hopes for private-sector funding to expand the program to reach a larger number of "insecure 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 under the auspices of the historic structures of the nation's capital, the former Pension Building.

Georgine is vice president of the plan and is president of the museum's capital campaign. Terrence Joyce is one of the directors.

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

**Water future looks dry**

A shortened water policy may precipitate a water war in the west. In an effort to replenish water supplies, the Federal Energy Administration (FEA) has identified a new goal of WPRS. But, says the rush to conserve water and cut government spending, the U.S. should not consider the need to develop new water projects. FEA has said that $15 billion backlog of projects—most of which won't be funded anytime soon. Yet Higginson maintains, the region's water needs of the western U.S. will still not be met without comprehensive planning now.

Higginson's proposals for action reflect Carter administration water policy goals of the past four years. He favors, but no benefits from, nonbeneficial managers to pay some or all of project development costs and encourage development of low-head and small-scale hydraulic 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 on nonfederal entities, most likely by local irrigation or water districts. Current WPRS policy, however, is to not allow federal funds to be used for nonfederal infrastructure projects.

Pipe paving-train wins job

A California contractor dropped $635,000 under the second-low bid for rehabilitating 30 miles of San Francisco's 78-in.-dia Hetch Hetchy water line, using a mini-paving train that moved 1,000 ft a day, placing latex-modified mortar 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., El mira, 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 reline the pipe with cement mortar.

The electrically powered train reinforces the abraded lining of the water pipe by placing a 1-in.-thick latex-modified-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 to improve bond. The wheeled train consists of a screed fitted with a high-frequency vibrator, a lining feeder, and a 30-in.-thick, 30-in.-wide latex-modified mortar invert applied by a pipe-lining machine.

**Convention hall to get underway**

March 19 is the date set to open bids on the $33.5 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, completion set for November of 1982.

**Proposed highway bill may not move this year**

The Department of Transportation completed its draft highway reauthorization bill as the Congress 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 $1 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 could be a pool 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 for financing the bill would retain the Highway Trust Fund and extend it to Sept. 30, 1987. It proposes increasing the federal road 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 only Interstates on the list 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 1981, the report estimates that the total investment needed just to maintain current conditions on all federal-aid highways will be up to $1.9 billion, including an average annual federal cost of as much as $8 billion.

New contract may frees

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 9-ft 7-in.-dia tunnel stalled when swelling black shale put the squeeze on a tunnel boring machine 1.4 miles into the outer portal when 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 9-ft 7-in.-dia tunnel construction was 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.

**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 ESMBUD 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 Yossebin, a spokesman for ESMBUD.

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 the Delta, which 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 through four Delta islands on their 90-mile route from the Pardee Reservoir to the East Bay. The three aqueducts supply 50 percent of the water for the district's 1.1 million customers, and the gravity flow through the pipelines is about 200 million gallons a day, and emergency pumping would have to be combined with water rationing, Yossebin said.

Construction of the 944-foot-long and 24-inch-diameter water line is expected to cost $2.5 million. It would cost an additional $1.3 million to complete the plant after disruption of the normal water supply.
$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 Dist- rict Representative Claude Odom. The $8 million shopping 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 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 to discuss their production and maintenance Employees, Kent Davis explained that the most radical innovation will be the percolating filter beds. Treated effluent now moves through sandy soil and joins the underground water supply. In the

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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 these at this writing has resulted in a difficult situation, but not in a situation that was particularly bothersome. It has been caused mostly by an employer who is refusing to negotiate, and the result of a serious strike. This is a problem that we are working on, either for him, or formerly working for him, at all costs even if he could live and prosper by a contract.

I will be 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 corporations, which was totally and thoroughly looked after and conducted by officials of the National Labor Relations Board. After Certification by this agency, the company chose the Union, assisted by business agents Frank Trowley, Ray Morgan and Paul Wise, who for the most part worked in the negotiations prior to the rank and file employees.

This law firm had represented this company in negotiations covering the labor contract for the Crane Operators covering a 4-year period (Northern Crane Service, Inc.) and together has had a short form construction agreement prior to this 4-year period for a total union contract for nearly 20 years. Further, both owners of this company and 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 crane drivers, which were the only union employers at the time.

Unfavorable was the situation at the time and where the company spokesman and the spokesman for the Union, particularly to the company acceptance of the Union’s representation of the majority of the rank and file employees.

Then a most unbelievable thing happened. The most famous law firm in San Francisco was suddenly and for all practical purposes vanished into oblivion, with 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 nastily and difficult strike. Nobody really expects much to be done by this drastic measure, but it seems as though at times since negotiations are waste, and that this costly procedure an absolute last resort must be taken. Whereas, no last time in my opinion need not have begun, because the parties were, in my opinion, close. The resulting strike has cost the company and all the rest of us a 1/2, several hundred thousand dollars in lost revenue. Moving drilling rigs and hauling pipes, is what they specialize in.

The situation, as usual, is going on in progress, the date, a dozen rig moves have been missed and went to other moving companies. When you multiply around an average rig moving grossing 1,000 tons by a dozen moves, it is easy to see where I arrive at my figures. Furthermore, every day the sun comes up, another rig move is needed, which show 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 were the main areas in which the employers at this point

Wagner, Jr. has some clean-up work left on the underground work they did in the Guerneville area and should be done by late spring. Sonoma County is progressing in the middle of that area, and is keeping a few Brothers working all winter, with less of work still to go.
Labor's role in synfuels program

(Continued from Page 2)

things, because they involve uncom- fortable realities like collective bar- gaining. But, regardless of size, if the synfuels program is to become a reality, we must deal with realities. Let's take a look at those realities.

REALITY #1: We must adopt a war- time strategy.

Thirty years ago, the United States demonstrated its ability to translate technological know-how into a full fledged war effort overnight. During World War II, the government set out to develop synthetic rubber. In about 90 seconds, that nation's rubber was made. With this kind of crash program, some energy experts estimate that we 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 au- thorized $20 billion in subsidies and loan guarantees over the next four years for 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 need the raw materi- als. The United States has the potential "Saudia Arabia of the syn- fuels industry." Buried beneath our soil are enough resources to supply our cur- rent needs for 300 years. We have the largest oil shale deposits in the world, and the greatest potential oil shale in Utah, Colorado and Wyoming. We are not talking about low, even-oil barrels of oil—more about a greater percentage of crude from the shale. We are an energy-rich na- tion. The question is how we can afford to spend our money on imported oil.

If we are going to translate these raw materials into dynamic energy- weapons of war, we have to overcome a number of obstacles. Environmen- talists, fearing that large scale synfuels development will pollute the air, scar the landscape and deplete scarce water supplies, are prepared to wage war against synfuels. Nevertheless, if we are to meet our national energy needs for at least the next several months, we must make sure our government agencies predict a rise of only a few cents a gallon over the next several months. In the overnight, some oil corporations in- creased their gasoline prices by 6 cents a gallon and they have been raising prices regularly ever since. Hence, we expect to predict that Middle Eastern oil will remain more competitive in the short-run, and we need to take into account what we have already experienced.

REALITY #2: The synfuels pro- gram is not "government waste."

In his first budget document, President Reagan and Congress must realize that the synfuels funding pro- gram is but one part of the omnibus 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 over the Carter Administration does not diminish 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 $4.2 billion.

The Synfuel Corporation's mandate would be altered. Instead of attempting to reach Carter's goals, the Rea- gan team favors scaling down the pro- totype 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 full scale development. In their view, is no way to win a war. Fortu- nately, this sweeping change in the original plan would undoubtedly re- quire new legislation, so we can hope for good fighting chance of preserving a worthwhile program. This brings us to...

REALITY #3: Business needs La- bor's political strength to safe- guard 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 simple: we represent the people. We can reach our rank and file, and activate them on important legislation. When we talk to legislators, they know we are not talking to a handful of con- stituents. They are talking to thou- sands of laborers who can defeat the opposition and get the jobs done.

I am proud of the role our union has played in securing through the legis- lature the funding for construction pro- grams that employ our members. We have played significant roles in the passing of worthwhile legislation in the areas of water and waste disposal, mass transit and highway programs and military defense projects. We have ten years of experience with the synfuels program and we will be equally ardent opponents of any at- tempting to dismantle it.

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

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

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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 en-
gines. Shell Oil Company has purchased a London newspaper. Texaco has ex-
panded into a veterinary chemicals company. Imperial Oil is building a grocery chain and a manufacturer of fever therometers.

If Labor and the oil industry are going to work together to develop the syngas program, we have to be es-
sured that there is going to be real cooperation and real commitment. The labor movement must be con-
vinced that the oil industry is willing to commit its assets, to spend needed money, and make sacrifices, because we will be making sacrifices. There can be no compromises in working conditions and collective bargaining agreements if they are to be fair and equitable.

I would like to say in closing, that I am by nature an optimistic person. I believe that the syngas program can become a reality. I also believe that labor and management can work to-
generate a program that can work. It can only succeed, however, if we understand clearly the expectations of both sides. The oil industry and labor must be prepared to make commitments, to commit itself fully to the project, and to put this money to good use.

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

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, packs 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 the vast majority of workers and most of the design work and engineering is being carried out by Japanese personnel.

Secondly, the tunnel traverses other 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 hard rock. This section consists of 4,200 feet of 9-foot finish diameter tunnel with about 200 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-
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."
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. Today in California the average hospital stay is about seven days long from admission to release. The cost of a typical hospital room is about $200 per day and then the hospital charges for you are as bad as 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 $300 per day and usually require a longer period of hospital care.

As you can see, hospitalization can be very expensive. It could improve a serious illness or even banish a worker that he might never be able to return to work. 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' 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, anesthetics 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 provide 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.
In 1979, the AFL-CIO estimated in October that 20% of California's labor force was unionized. By the end of the year, the figure had risen to 25%. The rise in unionization was due in part to a series of successful organizing campaigns, particularly in the construction and manufacturing industries. The California State Building and Construction Trades Council (the state affiliate of the AFL-CIO) led the charge, targeting employers in the Bay Area and throughout the state. The council used a variety of tactics, including sit-ins, picketing, and legal action, to force employers to negotiate with union representatives. As a result, the number of union members in California increased significantly, leading to higher wages and better working conditions for workers across the state.

In summary, the 1979 labor market in California was characterized by a strong union movement, increased wages and benefits for workers, and a growing awareness of workers' rights. The state's economy benefited from this trend, as companies were more willing to invest in the state knowing that their workers were better protected and well-compensated. However, the rise in unionization also led to increased costs for employers, which in turn put pressure on employers to keep wages competitive and to find ways to improve productivity and efficiency. Overall, the 1979 labor market in California was a period of significant change and growth for workers and employers alike.

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**References**


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 full time safety department to self full time to safety and health in all aspects of this high-hazard field. The size of the union’s large size and membership.

Safety training and education for Journey- men and Apprentices, must and now, alike, has been rewarding since the inception of the department. Safety is not a byword at this decade with low cost. It is essential in the fields of public convenience and other power suppliers in northern Utah in this area.

The Allen-Warner Valley project, Southern California Edison, is 15.73%, whereas the rate for the years preceding 1978 were showing an average of 3.22%. Two years of the years 1974 and 1976 Willits has had some severe layoffs, but the new economy is slowly improving. The unemployment rate is about 5.2% in the Utah counties.

The plan also calls for PG&E to continue to accelerate cogeneration and technologies for use of renewable resources, to reduce flood control, and the environment and must be explored and answered, and the industry.

### Accidents

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**Local 3’s safety program really works, statistics show**

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

By Mary Kelly (Continued from Page 7)

Two reports have been prepared by experts from the United States Geological Survey, a division within the Utah Natural Resources, that the reservoir would prevent the federal assistance.

The study was done in 1976, before the legislature approved state financing of the project at a cost of $22 million. The second report, by the experts from the United States Geological Survey, a division within the Utah Natural Resources, that the reservoir would prevent the federal assistance.

The dam, with a lake stretching from Bonanza 13 miles to the Colorado border, was envisioned by the state as a measure to help preserve water-quality and environmental protection, and by the experts from the United States Geological Survey, a division within the Utah Natural Resources, that the reservoir would prevent the federal assistance.

The survey report has stated that long term alternatives to the White River dam have been never considered reason able or attractive. Project geologists and State Water Resources officials have been expressed confidence in the plan for the dam.

The survey report has stated that the 13-mile long lake created by the dam would cover in stalled, potentially polluting wa terways, making it difficult or impossible to utilize the thickest and richest soil in Utah.

The survey report has stated that long term alternatives to the White River Dam have been never considered. Project geologists and State Water Resources officials have been educated and informed about the dam project. The survey report has stated that the 13-mile long lake created by the dam would cover in stalled, potentially polluting waterways, making it difficult or impossible to utilize the thickest and richest soil in Utah.
W.W. Clyde gears up for I-15 project

Utah District Representative Les Lasserter reports that W.W. Clyde Contractors has received the go-ahead to construct a new direct route road from Vernal to Bounta, Utah, reports the company's project agreement. The project is designed to produce approximately 117,000 barrels of oil per day.

Lassenfest reports that the Sand Wash Project is underway in the North East part of Utah, and that the new project is expected to begin in the near future.

E. K. Lowdermilk has a contract to construct a new oil shale plant in Utah. The project is expected to produce 25,000 barrels of oil per day.

The Engineer's estimate is $4.5 million.

The project is not yet guaranteed by the Federal Government.

Utah have been awarded financial aid for the construction of a new wastewater treatment plant at 7600 South on the Jordan River. The project calls for the construction of a viaduct and two bridges on the 24th Street to 1300 West, about 15,000 acres of leases to be transferred to the construction of a new wastewater treatment plant at 7600 South on the Jordan River. The project calls for the construction of a viaduct and two bridges on the 24th Street to 1300 West, about 15,000 acres of leases to be transferred to the construction of a new wastewater treatment plant at 7600 South on the Jordan River.
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." But as an example of the value of our CU membership reelected the to-night the District 17 Honolulu ard and Lee DuBois, and Raymond Royer to serve on its Grievance Committee for the 24th the District 8 membership reelected Brothers Billy Burns and Andrus cited "the preferences of the president's re-. In a letter to Brown, Watt wrote: "The president has instructed me to take the necessary steps to in-crease the domestic production of oil and gas, and I am 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 ensure that the president's re-quest, obviously within the bounds of the expansive leasing authorities, will be satisfied."

Eleven California congressmen also sent a telegram to Watt, pro- testing the decision as "a tragic mistake which the people of central and Northern California will not tolerate." They warned that including the oil development there.

"The territory is so vast that no Lease Sale 53 was scheduled for of Sale 73. Public hearings on Sale 53 in coastal communities drew thousands of people, almost all of them staunch supporters..." (Continued on Page 15)
Santa Rosa: We are sorry to report the death of two of our retired Brothers, Earl Gates and Robert Glackin. Our deepest sympathy is extended to their families and friends. 

Sacramento: We wish to extend our sincere condolences to the families and friends of our departed Brothers Ted Cox, Glenn Fraser, Larry Hiley, Floyd Jacobs, George Nicholas, Rancho Nicholas, and Marva Rogers.

We were sorry to learn of the death of Adele Thompson, wife of Thomas Thompson, and also of Muriel Hammonds death, wife of Walter Hammonds. Mrs. Hammonds had arthritic for some time, she passed away on February 6. Brother Hammonds worked for TruStar Construction for 14 years as a loader operator, and he is presently retired. Our heartfelt sympathies are extended to Brother Thompson and Brother Hammonds.

We extend our sympathy to the families of Brothers Jack Spencer and Everett Wentworth who recently passed away.

MARCH 1981/ENGINEERS NEWS/PAGE 15
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 Lako Blvd.
9th
Yuba City: Sub-a-Biter Fairgrounds, Arts/Crafts Bldg., 442 Franklin Road
16th
San Mateo: Electronics Hall, 300 8th Ave.
20th
Honolulu: Washington Intermediate School, 1633 S. King St., Honolulu
22nd
Hilo: Kapilolani School, 966 Kiluaea Ave.
24th
Maui: Cameron Center Auditorium, Rm. 1 & 2, 95 Mahalani St., Wailuku
Seminar/Min.
Saturday, July 11
11 p.m. Saafarers International Union Auditorium, 350 Fremont Street, San Francisco, CA

State Senate makes appointments to Central Coastal Commission

Resisting outries from environ-
mentalists, the State Senate Rules Committee this month re-
placed its three appointees to the Central Coastal Commission, includ-
ing Mary Henderson, a local envi-
enmentalist who also served on the statewide commission.

Appointed to the board was Jack
Bullard, Austin District Representative for local 3, Larry Parent, a
Monterey realtor and Stanley A.
Doten, a San Francisco trial attor-
ey. Removed from the commis-
sion along with Henderson were
Robert Nix of Carmel and Norman
Walters of Santa Cruz, who had serv-
ed on the regional commission si-
since its inception in 1975.

Central Coast Commission work
was coming to a standstill because of con-
tinuous controversies between the environ-
mental and developer interests on the board, according to
Nancy Burt, administrative officer for the Rules Committee. Bullard said
Rules Committee members de-
ecided to make the replacements on

GIVE ME THE TAX BREAK
Dear Credit Union:
I'd like to take advantage of the upcoming tax break. Please send me the following:
☐ Easy Way Transfer
☐ Save From Home Kit

OPERATING ENGINEERS LOCAL UNION NO. 3 CREDIT UNION P.O. Box 2882
Dublin, CA 94568

1981 GRIEVANCE COMMITTEE ELECTIONS
Recording-Corresponding Secretary James R. Ivy has an-
ounced that in accordance with Local 3 By-Laws, Article X, Sec-
tion 10, the election of Grievance Committee members shall take place at the first first-quarter 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.
1 Reno Mar. 5th Temple, Salt Lake City
10 Santa Rosa Mar. 12th Veterans Bldg., 1351 Maple St.,
9 San Jose Mar. 19th Labor Temple, 2102 Almaden Rd.,

P.S. ☐ I haven't opened a Phone-A-Loan account, please send me an application.

IMPORTANT
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.

GIVE ME THE TAX BREAK
Dear Credit Union:
I'd like to take advantage of the upcoming tax break. Please send me the following:
☐ Easy Way Transfer
☐ Save From Home Kit

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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.

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