Winter storms bring barrage of road, levee repair work

By James Earp
Managing Editor

An almost unprecedented barrage of winter storms has brought a windfall of and aid to operating engineers and other building trades workers. With over a half billion dollars in estimated storm damage throughout the state, government agency officials responsible for the upkeep of roads and levees are planning hundreds of millions of dollars in storm-related construction work—some of which is already underway.

An estimated $255 million in damage has occurred since the worst of the storms began in January, the highest dollar loss since the floods of 1964. Thirty-two of the state's 58 counties have been declared disaster areas.

Caltrans officials contacted by Engineers News this month report that plans for permanent reconstruction are under way and bids posted.

Despite congressional hearings and pressure from local residents, a permanent solution to this slide may not get underway for two years, and could cost as much as $40 million.

San Mateo County, Route 1—Devil's Slide, just south of Pacifica has been closed since March, due to a continued movement of a major portion of the cliff of one to two inches per day. Due to a recent law passed by Congress, California is currently eligible for only $30 million in emergency road funds, but efforts are underway to get an additional $100 million in federal money, according to Brian Murray, Caltrans' chief engineer over emergency construction contracts.

Some of the larger jobs for which plans are being drafted are:
- Sonoma County, Route 1—a $1 million project to build a bridge over a major washout (see photo).
- Trinity County, Route 299—a minimum of $10 million to repair major slide area.
- Monterey County, Route 1—an estimated $4 million has already been spent to clear a series of major slides in the Big Sur area, and work is still underway. Plans for permanent reconstruction are not undertaken yet.
- San Mateo County, Route 1—Deer's Slide, just south of Pacifica has been closed since March, due to a continued movement of a major portion of the cliff of one to two inches per day. Despite congressional hearings and pressure from local residents, a permanent solution to this slide may not get underway for two years, and could cost as much as $40 million.
- Mendocino County, Route 1—a half million project to install rock slab protection near the junction of Route 101. 
- Humboldt County, Route 101—at least $500,000 to reconstruct bankmen on a major slipout north of Garberville.
- Marin County, Route 1—approximately $40 million to restore a major slide area.

This is not a complete listing of the work, and includes only those jobs for which formal plans will be drawn up and bids posted.

Local 3 files suit against DIR director

The Operating Engineers Local 3 filed suit this month against the State Department of Industrial Relations in a case that could have broad implications throughout the industry on the enforcement of the prevailing wage law.

On May 3, attorneys for Local 3 filed a petition in the San Francisco County Superior Court for a writ of mandate against Victor Veysey, acting director of the Department of Industrial Relations, charging that Veysey had refused to enforce prevailing wage standards on a contractor, were being paid prevailing wages, but receiving less than $5 an hour for the rental of the equipment they owned.

The customary rate in the area for rental of the equipment being used is over $16 an hour.

According to Stockton District Representative Ray Helmick, investigation of the project revealed that the owner-operators, while working for the contractor, were being paid prevailing wages, but receiving less than $5 an hour for the rental of the equipment they owned.

The customary rate in the area for rental of the equipment being used is over $16 an hour.

The Department of Industrial Relations has made previous rulings that require contractors to pay full prevailing wage rates and fair rental value for related construction work that must be done on the state's roads and highways.

In the first congressional hearing held on the closure at Devil's Slide, residents pleaded for federal emergency relief funds to cope with the effects of winter storms that have turned their "coast towns into ghost towns."

"Without federal funding, the whole bypass project at Devil's Slide will have to be abandoned," Dep. Tom Lantos, D-San Mateo, told the Subcommittee on Surface Transportation on May 3. The panel, chaired by Glenn Anderson, D-Long Beach, is part of the House Committee on Public Works and Transportation. At Lantos' invitation, three of the subcommittee's 29 members attended the hearing and toured the devastated area around Devil's Slide, with its shattered roadway blocked by huge boulders.

The portion of Highway 1 from Pacifica to Montara was closed March 3 after a 100-foot portion of Devil's Slide, battered by a winter's worth of heavy rains, began sinking at the rate of two inches per day.

Federal funds needed for project

Hearings held on Devil's Slide

Notice of Important Meetings

Recording—Corresponding Secretary James "Red" Ivy has announced that the next Semi-annual Meeting of the membership will be held on Saturday, July 9, 1983, at 1 p.m., at the Seafarers International Auditorium, 350 Fremont Street, Fremont, CA. The Annual Credit Union Meeting will be held July 9 at the Seafarers Auditorium, immediately after the semi-annual membership meeting.
One issue that is cropping up with increasing regularity in recent union busting campaigns that we have dealt with is the issue of profit sharing plans. Employers are hoping to head their employees away from their collective bargaining agreements, are proposing incredibly generous profit sharing schemes in the same way the farmer holds a carrot over the mule.

In this case, the carrot happens to be plastic.

To begin with, most “profit sharing” plans do not really share company profits with employees. They are actually “defined contribution” plans. Those in effect, are little more than a personal savings plan. There are some additional tax benefits you get from deferring a portion of your income, but you also pay a price for that, because your investment cannot be touched as long as you are working for your employer.

It’s important for you to be aware of the pitfalls that can be encountered when selecting an employer. That is why the Local 3 pension for their so called “profit sharing plan.”

Construction firms that are signatory to a multi-employer pension trust fund such as Local 3’s, have a very selfish reason for offering their employees a defined contribution plan. Their companies are liable for any shortfall that the pension plan might encounter. While there is no reason for a well managed pension plan to end up in such a predicament, many employers want to be free of any liability to a pension fund. Under a defined contribution plan, there is no such liability.

And because there is no liability, there is also no guarantee to the participant. An employer is obligated to give something to the employee other than what was contributed on the employee’s behalf.

By contrast, a pension plan is a “defined benefit” plan. A participant is guaranteed a benefit, based on age, years of service, etc. A well managed pension plan, such as Local 3’s will provide to the vested participant far more than was individually contributed on his behalf.

The average retiree on a Local 3 pension receives all that was contributed to him over the years within the first few years of his retirement, yet his benefits continue for the rest of his life. Most retirees receive pension benefits many times over what was contributed on their behalf.

A defined contribution plan only benefits those who remain participants for a long time. If an employer suggests that he will not contribute any money to your Local 3 pension after a few years, you may want to reconsider your options.

We recently asked Martin E. Segal Company, a consultant and actuarial firm for our trust funds, to do a study comparing the benefits that could be provided from a pension plan and a defined contribution plan. Their study showed that, in every case, a good pension plan is superior to a defined contribution plan, regardless of whether you are a young or old worker.

There are several reasons for this.

• In a pension plan, some participants leave before vesting. The contributions that were made on their behalf are then applied to the rest of the participants in the plan. Over the years, this amounts to a significant increase in the funds available to vested participants.

• A pension plan can “stretch the dollar.” In any pension plan, the benefits paid out to retired employees are made available as a combination of assets acquired from past contributions and current contributions from working participants. Each time there is an increase in the contribution rate, the benefits can also be raised so that they are more than the funds on hand—counting on future contributions at the contracted rate to make up the difference.

The last point is important. It is comparable to buying a house. An individual may buy only what he can pay for in cash, or he may buy what he can afford with a mortgage, to be paid off in the future. Obviously the second alternative allows him to get a better house.

A pension plan can “buy” with a mortgage on future contributions. A defined contribution plan can “buy” only cash. Obviously these are points that employers like to ignore when they are trying to sell their so called “profit sharing plans.”

Oakland ‘Get Together’

You are cordially invited to attend our “Operating Engineers Get Together” dance. This will take place this Saturday, May 21, 1983 between 9:00 p.m. and 2:00 a.m. It will take place at the Lake McDonald, 210 Broadway Street, Oakland CA (across the street from the Dispatch Hall) off Hegenberger Road. Admission: $2.50 on advanced ticket sales, and $3.00 at the door. No host bar. Come one, come all! For more information, call 568-6198.

Regional water quality officials have ordered the San Francisco Board of Supervisors to start spending local taxpayers’ money on stalled sewer projects for the southeast section of the city by July 1.

The city’s sewer-building project was called poorly managed and in need of reexamination for “cost effectiveness” last month by the U.S. General Accounting Office. But the Agency and state and regional officials that the next $10 million phase of the project should not be held up for an analysis of whether the overall project can be finished for less than $2 or $3 billion.

The southeast sewage facilities will cost the city $12 million to design, and federal grants for the $100 million construction costs are not likely before 1986, the city’s sewer-building director, Donald Berris, says. He said he will have an uphill battle persuading the supervisors to comply with the order of the California Regional Water Quality Board because a design now could become outdated.

But the regional board, supported by the state, voted 7-0 in Oakland last month to order the expenditure, saying that Congress and the President might agree on a jobs bill that would make San Francisco eligible for a handout sooner than it thinks. If the design work is done, the board said, the city can be the first in line for money.

The board, somewhat embarrassed by the fact that the largest city in its jurisdiction is still polluting the San Francisco Bay, wants the worst facilities built to stop overflows this time of year of raw sewage along the Hunters Point-Candlestick Park shoreline. Even when the facilities won’t dilute the sewage sufficiently to meet regional standards, the city’s overall sewage problem may not be solved for 20 years or more.

The decade-old “super sewer” project, estimated to cost between $2 and $3 billion before it is completed, is in limbo because Congress has reduced federal funds for sewers and no one wants to order the city to pick up more of the tab from local taxpayers.

Originally, local taxpayers were to pay only 12 percent of the cost of projects like San Francisco’s. Congress reduced its grants funds in 1981 and will pay just 55 percent of the costs of any project after 1985.

This would force San Francisco eventually to go back to the voters for an authorization to spend more or to scale down some of its increasingly expensive projects. The Regional Water Quality Control Board in January ordered the city to come up with alternative, less expensive plans for the last phases by the end of the year.

To cloud the future of the project even more, a February U.S. General Accounting Office report criticizes every government agency involved in overseeing the project since its inception in 1973. One of the most costly sewer projects to date is under design by the Water Act, the GAO says the San Francisco sewer may never really prevent pollution of the Bay and ocean.

The head of the beleaguered Environmental Protection Agency must give Congress a report to the response by April.

The GAO has requested the EPA to renegotiate its agreement with California, forcing the state to do a better job of monitoring the city on its project. Both the EPA and the state Water Resources Control Board have refused to review the city’s plans for “mechanical, electrical and structural” integrity, the GAO says. The agencies that are supposed to make sure that federal funds are not wasted told GAO they aren’t monitoring the city’s designs because they don’t have the resources and don’t want the liability should the designs prove to be faulty.

And because the city wants any design changes it makes approved by the two overseeing agencies, GAO says city officials admitted they don’t volunteer “all the pertinent facts” on design changes.

The U.S. Army Corps of Engineers, the GAO further reports, has discovered some “design-associated problems” but hasn’t disclosed those to the EPA either because “such disclosures are beyond the scope” of the two federal agencies’ written agreement.

Should the EPA director agree to GAO’s recommendations to make the state do more thorough reviews, the agency would have to provide money or people to do it, state and regional officials say. That would be a relief to the agency’s efforts to cut its costs by delegating more authority to the state.

Until it gets more EPA money for monitoring, state and regional officials say they will continue to take the position that they can only order the city to proceed with plans to eventually meet water quality standards.
Message of Building Trades conference

Labor's agenda is jobs

More than 3,000 local leaders of America's building trades unions proposed a top-priority "jobs agenda" to Congress and to the Administration, seeking bipartisan support for its enactment.

Local Vice President Robert Skidgel and Secretary James "Red" Ivy attended the conference as delegates for the local union.

They report that the delegation pressed for firm commitments to a package for construction programs designed to fuel economic recovery while leaving a tangible legacy of housing, roads, new energy sources, industrial modernization and public facilities.

They heard pledges of strong support from leading Democrats who spoke to them, encouragement from Republicans seeking to change their party's course—and friendly words from Administration officials. But the keynote from President Robert A. Georhne of the AFL-CIO Building & Construction Trades Department was restated: words are not enough.

"Neither Congress nor the Administration should feel they can build, do," Georhne declared. "America has waited too long to go back to work."

The grim backdrop to the department's three-day national conference was continued Depression-level joblessness.

One in four

The unemployment epidemic, now in its second year, has struck down one out of four members of the 15 affiliated construction crafts—1,072,000 out of 4,100,000 members.

"That makes 1,072,000 reasons why the principle item on our agenda must be jobs," Georhne said.

AFL-CIO President Lane Kirkland told the delegates that their agenda is a central part of the AFL-CIO's comprehensive recovery program.

He scored the paradox of high unemployment among experienced construction workers while millions of Americans cannot find reasonably priced housing.

And he urged employment and housing for young people, including expansion of the Job Corps and establishment of a new Youth Corps.

Kirkland urged the building trades locals to join with other unions in their communities for the Labor Day "marches, demonstrations and rallies" that will mark Solidarity Day III.

The delegates gave warm, applause-laden welcome to the two Democratic presidential candidates who addressed the conference—former Vice President Mondale and Sen. Alan Cranston.

Mondale several times brought the delegates to their feet with a slashing attack that he said would make "the most anti-labor Administration in modern times," a pledge to name a Secretary of Labor who would work with organized labor and to "enforce both the letter and spirit of the Davis-Bacon Act." Cranston said that as President, he would submit a full employment program to Congress in the first 60 days of his term, that "too frequently the powers of the presidency to build a national coalition to support the plan."

"We are here as a number 'accept unemployment as a cure for inflation."

House Speaker Thomas P. O'Neill, Jr., linked the duration and severity of the recession to President Reagan's belief that "government is the problem."

Democrats, he said, "believe government has to be an active part in the rehabilitation of our economy."

O'Neill cited bipartisanship in Congress in an assortment of major bills and said he has "no doubt" that there can be similar cooperation in shaping a budget that will include economic recovery measures. But "the President work with us?" O'Neill asked.

"He holds the key."

The theme of bipartisanship efforts for at least segments of labor's program was sounded also by two moderate Republicans, Sen. John Heinz (Pa.) and Sen. Bob Paul (Okla. F). Paul told the conference that he is prepared to lead a fight in the Senate against the Administration bill to make workers pay income taxes on any portion of their unemployment insurance benefits, trade-offs that exceeds specified limits.

Building economic recovery—AFL-CIO President Lane Kirkland gave strong support to Building Trades for jobs programs introduced a few weeks when she spoke of "the tremendous job that President Reagan has done.

Donovan earned some sprinkles of applause with affirmations of support for the Davis-Bacon prevailing wage law, and his expressions of concurrence in the building trades theme that America can build its way out of recession.

Cities ceiling

The nation is on the edge of "the longest, most sustained recovery in our lifetime," Donovan insisted. But only, he added, if "looming deficits" in the budget are "brought under control."

"Jobs" were the dominant, but not the only issue addressed by the conference participants.

Kirkland spoke of the AFL-CIO's experiment in seeking a pre-convention consensus for the endorsement of a presidential candidate to the labor's alliance if "is divided and fragmented."

"There's an element of risk in such an effort," Kirkland acknowledged. But he quoted an adage of the sea. "A ship in harbor is safe, but that is not what ships were built for."

America's workers, he suggested, "cannot wait six years for a new economic policy based on fairness."

Stay together

Georhne, in his opening address, voiced the determination of the construction unions to "go to the mat" with non-union and "double-breasted" contractors.

"We must examine anything and everything that prevents us from competing with non-union bidders for available work," he urged, including such matters as work rules and manning requirements.

At the same time, he said, the unions will be pressing Congress to insist that the National Labor Relations Board follow the intent of existing labor laws and stop allowing building trades employers to "walk away from their collective bargaining obligations."

Union-busters thrive under Reagan

Is it any wonder why management consultants are doing a thriving business in the midst of the Reagan Recession? They're getting promoted all over the place.

President Reagan, who seems to find the union attitude a prime qualification for nominees to head the National Labor Relations Board, first tried to put management consultant Donald L. Dossen to work as a consultant to the Water in the job, but Congress objected to his union-busting record.

Reagan's next choice, Donald L. Dossen, has spent his brief career in the Labor Department building up an investigatory task force in pursuit of unions. His agency's 1983 inspections were concentrated on boosting investigations of unions to a "minimum 50 percent" of its work.

Dossen has added an qualification. He won't enforce the Landrum-Griffin Act's requirement that consultants must file reports on their union-busting activities.

The time allotted for looking into management consultant activities was increased from 10 percent to 5 percent to 15 percent for investigators who will be poring over union books in 1983 and beyond. The addition to the

Fifth in a series

agency's staff came at a time when the Labor Department is laying off experienced employees in contrast with Administration budget cutsbacks.

All of this is a record worthy of White House attention.

The record fits the Administration's sympathy, whose pleas, and even its pocketbook, are on the side of the anti-union management consultant.

Consider the following:

- The Reagan Administration's handling of the Air Traffic Controllers dispute extended to hiring a union-busting law firm at a typically staggering fee. The Federal Aviation Administration put under contract Morgan, Lewis & Bockius at a cost of $376,000 "to afford an independent viewpoint and analysis concerning the issues raised during the current collective bargaining negotiations with PATCO."

At the time of the PATCO dispute,

Transportation Sec. Drew Lewis revealed that he had sought legal advice from White House Cousel Fred Fielding, who was a Morgan, Lewis partner before joining the Reagan staff. What advice Fielding's former law firm had for Lewis is unknown.

But the Administration's liquidation of the union and the destruction of PATCO members' jobs was a score that would arouse the envy of most management consultant firms.

- The Administration's persistent support for using Medicare funds to pay management consultants in their union-busting campaigns at hospitals was finally blocked in the 1982 tax bill, but only after major efforts by organized labor and a series of windfalls for consultants paid out of public funds.

Modern Management, one of the most active union-busting firms, has dropped its share of Medicare funds while helping hospitals fight employee efforts at union representation.

In its probe of management consultants several years ago, the House Labor-Management Subcommittee (Continued on Page 11)
Tentative agreement reached with Kennecott

By HAROLD HUSTON, President

A Personal Note From The President's Pen

During the month of April I attended the Pacific Coast Metal Trades District Council's 30th Convention in Honolulu, Hawaii. I was shocked to hear of the near total collapse of the shipbuilding industry. Workers in the shipbuilding industry, many of them veterans of years of hard bargaining, now find themselves on the brink of disaster. We need immediate action to get our shipyards back to work — with your help!

I am confident that our dedication and determination will produce results for the workers we represent, and for our country as well. We are going to put the shipyards back to work — with your help!

Write your Congressman today to voice your approval of H.R. 1242. There is a companion bill in the Senate, S.B. 1600. Write to your senator expressing approval of this bill.

The following is a letter and picture I received recently:

Dear President Huston,

At our Salt Lake District meeting on March 2, 1983, we spoke of a headstone which we were very interested to see. The headstone is located in the cemetery in Wellsville, Utah. It operated by a brother who operated. This headstone is one of the few that I have seen that has been placed on the grave of a shipyard worker. It is a reminder of the sacrifices made by shipyard workers and their families in the past.

Sincerely yours,
John S. Kerr
Wellsville, Utah 84339

Kenneck employees in Utah, Nevada, Arizona, New Mexico and Maryland. If its terms are extended to the rest of the industry, it would cover another 20,000 workers.

The copper industry, the largest nonferrous metal segment, has been hard hit by the recession that began in July 1981. Alvin said that nearly half of the workers in the highly organized copper industry are currently unemployed.

The Kenneck agreement would reach its place in March 1983 as it was ratified in late 1982. Mr. Alvin said that union negotiators took a strong position against any contract prior to the agreement reaching major economic provisions. He said, leaving only local issues yet to be resolved.

One immediate result of the settlement, he said, would be to accelerate bargaining with other copper companies. The unions are now meeting with Magma Copper, Anaconda Mining, White Pine, and U.S. Metals.

Talks are slated to get under way soon with ASARCO, Phelps-Dodge, Incoflation Consolidated, and a number of smaller companies.

Unions in the agreement with Kenneck the Steelworkers, the Plumbers & Pipefitters, Machinists, Laborers, United Transportation Union, Operating En- gineers, Carpenters, Railway & Airline Clerks, International Brotherhood of Electrical Workers, Carmen, Office & Professional Employees, and Painters.
Santa Rosa gears up for promising season

The sun has been shining for some time now and the Brothers, as well as the contractors, are ready to hit the dirt, reports Project Manager Chuck Smith. "We all hope the state and the county can come up with some funds so that we can get the roads throughout the Redwood Empire and wine country. The work picture looking promising and most of the jobs will be up and running by the end of June. A Pre Job was held with Kiewit-Pacific for the site work on NCPCA Unit #3 and one was held with Granite Construction for the Santa Rosa sewer job. Chilotti Bros. will be doing the site work for Rudolph & Sletten at the Hewlett-Packard job in Rohnert Park.

San Mateo Blood Drive

We are asking you to mark down Saturday morning, May 21, 1983 on your calendar. This date has been set aside as the Building Trades Blood Drive. It will be held at the Plumbers Hall, 1519 Rollins Road, Burlingame, from 7:00 a.m. to 11:30 a.m. Please come and donate a pint of blood. A home-cooked breakfast will be served to all donors and volunteer help. See you all on May 21st at "B" Day!

I.P.P., road jobs will bring good year to Utah

"When we combine the jobs being advertised by the Utah Department of Transportation and the I.P.P. it looks like we should have a fairly good year for a change," reports Business Representative Don Strate. "However, with the amount of people on our out of work lists, I know there will be no problem manning the jobs."

Gibbons and Reed Company were low bidders on two projects let March 15. The first was a project on I-215, grading, drainage and surfacing at 1700 North and 2200 North. The job includes 387,000 cubic yards of embankment, 70,700 cubic yards of surcharge and 1,780 tons of %-inch bituminous surfacing.

The engineers' estimate was at $2,113,901. Gibbons and Reed's bid was $1,750,556. J. 1. McNiel came in at $1,892,583 and Peter Kiewit Sons was third with a bid of $1,919,499.

(Continued on Page 9)

Credit Union Report

Withholding law bad for consumers

10% WITHHOLDING

We hope by the time you read this that withholding has been repealed by Congress. As we write this, however, it appears that the battle for an exemption has been stalled. So we must prepare because withholding is scheduled to start July 1, 1983.

What's it all about?

The Tax Equity and Fiscal Responsibility Act of 1983 requires all banks, savings and loan associations, credit unions, money market funds and other payers of interest to withhold 10% of each payment of dividends or interest starting July 1. Money withheld must be forwarded to the federal government, not the customer or the member.

There are some exemptions from the withholding. These are explained below; if any of the following is true, you may not be required to withhold 10% on interest and dividends.

1. You don't file the W-6, the institution must withhold each time they make your dividend or interest payment.

2. One option given financial institutions is to not withhold on any payment of dividends or interest that would equal $150 or less on an annualized basis. Your Credit Union has selected this option. It may also apply to other financial institutions.

What it means is that we will not withhold any of your dividend payments if it appears you will not earn more than $150 in one year.

Examples: On July 1, we pay you a dividend of $75. We would not withhold any of those earnings. If you were paid a dividend of $76, however, we would have to withhold $5.80 (10% of $76) because we have to "annualize" that dividend.

Since we pay dividends twice each year, the $76 paid on July 1 would be annualized as $152 and that exceeds the $150 minimal dividend exemption.

Financial institutions using the $150 minimal payment exemption are responsible for doing the calculation and insuring the rule is followed, not the customer or the member. The only other exemptions from the withholding are as follows. You qualify if:

1. You paid $600 or less in federal income taxes last year; or
2. You are 65 or older and you paid $1,500 or less in federal income taxes last year; or
3. You and your spouse filed a joint income tax return last year and paid $1,000 or less in federal income taxes; or
4. You or your spouse or both are blind or disabled; or
5. You were not required to file a federal income tax return last year.

You can get W-6's from the IRS Form W-6 or the account manager, Janice Ridge, teller; Michelle Montelozzo, savings specialist; and Roy Nord, director of member services.

(Continued on Page 9)

Repeal Withholding—Part of the Credit Union's management is working hard to get rid of the current 10% withholding of dividends and interest payments was this 16-foot banner placed in the lobby of the Dublin office. Holding the banner are (left to right): Nancy Walker, office manager; Janice Ridge, teller; Michelle Montelozzo, savings specialist; and Roy Nord, director of member services.
### Hearings held on Reno plaza complex

The first round of hearings was held on April 6th at Reno City Hall on the proposed Centennial Plaza to be located across from the Reno-Sparks Convention Center, reports District Representative Les Luscher. A group of approximately 30 people in attendance voted unanimously in favor of the project. Centennial Plaza will include hotels, health and corporate uses, senior citizen housing, and retail units.

It is expected to provide 500 to 1,000 annual construction on-site jobs for a 10 to 20 year period. In addition, it would provide gross annual tax revenues of $20 million to the state of Nevada.

Several more hearings will be held and it is expected that the first phase will begin sometime in the fall of this year.

Business Representative Ed Jones reports that Granite Const. has set up their crusher in Hazen and expect to begin work on a $1,546,419 overlay job in Churchill County.

On April 12th, Helms Construction won the contract for the widening job from the Truckee River to Stanford Way. Their bid was $2,499,412 and it is estimated that work will begin by May 1st, with completion scheduled for late 1983.

Helms is currently crushing in Coaldale and will be moving equipment to Fernley to begin overlay work on U.S. 95A from Silver Springs to Fernley, and from 0.8 miles west to 0.5 miles west of Fernley, and on U.S. 50A and Rte. 543 east and northeast of Fernley.

Helms bid was $1,938,655.

The State Transportation Department awarded a $455,434 contract to Helms to build a concrete barrier in the middle of U.S. 395 from Washoe City to near Pagi Lane in Washoe County, approximately two miles. Work will start in April and be competed in about three and a half months.

Helms also has 14 operators working on a mining and striping agreement to move approximately one million yards of overburden for Eagle Pitcher, located about 20 miles northwest of Lovelock. They've already moved some 300,000 yards and expect another three or four months work there.

Freheuer Construction was awarded more overlay work in White Pine County on U.S. Hwy. 93 between Ely and McGill at $1,640,912. Work should begin sometime in the next two months.

Freheuer reports that their Pequop job probably won't start until June.

Butte & Glenn counties: Rte 32, Ginnell Bridge, $10 million.

Butte & Sutter counties: Rte 99, widening and channelization, $8 million.

Calaveras County: Rte 4, two-lane expressway, $14 million.

Fresno County: Rte 41, Bullard to Herndon, $18 million.

Humboldt & Del Norte counties: Rte 101, Redwood Park Bypass, $89 million.

Humboldt & Trinity counties: Rte 36, reconstruct Forest Highway $15 million.

Marin County: Rte 101, HOV lanes, $18 million.

Mendocino County: Rte 101, HOV lanes, $18 million.

Placer County: Rte 65, Roseville bypass, $18 million.


San Joaquin County: Rte 4, Stockton Crossstown and $19.1 million and on Rte. 12, Potato Slough Bridge at $14 million.

Santa Clara County: Rte 87, Guadalupe Corridor at $64 million and on Rte. 411, $13 million.

Shasta County: Rte 44, Deschutes road improvement, $4 million.

Solano County: Rte 37, Napa River to Rte 80, $5 million.

Sonoma County: Rte 12, Fairgrounds Gap at $39 million and Rte. 101, Cloverdale bypass at $23 million.

Sonoma & Mendocino counties: Rte 101, realign Russian River Bridge, $30 million.

Stanislaus County: Rte 99, Kyes Ferry, $7 million.

Tulare County: Rte 99, Ballard Ave Ramps, $3 million.

Tuolumne County: Rte 108, Sonora bypass, $19 million.

A final five-year outline for highway construction and maintenance projects was expected in June after a review of the governor's plans by the State Transportation Commission, created to curtail "pork barrel" practices in the Legislature, where influential lawmakers could get their special projects.

The commission last month approved $789 million for highway projects worth $69 million given a higher priority by the Deukmejian administration.
**PROJECT**

**Tuolumne Dam project clears federal hurdle**

Despite opposition in Congress, the Federal Energy Regulatory Commission issued a preliminary permit last month to allow a $810 million hydroelectric project on a wild stretch of the Tuolumne River near Yosemite National Park. The action allows the city of San Francisco and two irrigation districts in the San Joaquin Valley to explore further the feasibility of building three dams, two power houses and a tunnel on the Tuolumne and its tributaries.

The license was awarded Wednesday by the Federal Energy Regulatory Commission, the agency that grants the legal authority to build the Tuolumne project.

**Counties to file for dam**

Urged on by a group that included environmentalists, residents and farmers, the Butte County Board of Supervisors has agreed to file a formal grant application to build a dam on Butte Creek. The action virtually commits the board to spend nearly $600,000 over the next six months and possibly up to $1 million in the next three years to determine the feasibility of the 235-foot high dam on a site just below Forks of Butte Creek, 2½ miles north of Oroville.

The license is granted by the Federal Energy Regulatory Commission, the board would be in a position to build the hydroelectric project estimated to cost between $24 million and $46 million. Parties with different views of the controversial dam were brought together by a desire to maintain local control if such a water project is inevitable. The application was filed Aug. 10 by the Butte Creek Improvement Company, which said the project was needed to provide an alternative water source for Butte County and the county's retail interests. To begin construction, San Francisco and the Modesto and Turlock irrigation districts must receive a formal permit from the Federal Energy Regulatory Commission three years from now, after various environmental, financial and engineering studies are completed.

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How to reduce high blood pressure

If you have high blood pressure and are overweight, losing weight may help your medicine work better. Some people are also helped by cutting down on salt. Doctors have found that people with high blood pressure who watch what they eat need less medication, because proper diet makes their drugs more effective. In a few cases, eating right helps people lower their blood pressure without any medication at all. Your doctor will want to monitor your progress. Losing weight and cutting down on sodium should play in your treatment.

A good diet makes everyone feel better and look better. It’s not always easy to change the way you eat—but you can do it. Here are some hints to help make cutting down on the amount of sodium a habit for life. Discuss them with you doctor before trying them on your own.

Losing Weight

High blood pressure is twice as common among those who are overweight. When overweight patients lose weight, their blood pressures go down. How much would your blood pressure drop if you lost weight? The figures are different for each person. If you’re overweight, chances are taking pounds off and keeping them off will help lower your blood pressure level and will keep it low.

If you need to lose weight, there are many resources to help you: diet and exercise books, magazine articles, nutritionists, and exercise classes. Ask your doctor what he or she recommends. The best way is to eat less; exercise also helps. Try taking smaller portions of the foods you eat. Half the portion is half the calories.

Changing your eating habits is the best way to get and keep weight off. Crash programs, or fad diets featuring a limited variety of foods, may take off pounds in the short run. Over time, however, only a balanced diet and good eating habits will keep weight down. To be effective your new eating patterns should be followed for life—just like all high blood pressure treatment.

Cutting Down on Salt (Sodium)

Salt is a chemical compound, made up of sodium and chloride. Although the body must have sodium, most Americans eat much more of it than they need. Sodium in salt seems to contribute to higher blood pressures in some people. Some people with high blood pressure can help control their pressure by reducing the amount of sodium they eat. Like losing weight, cutting down on sodium can help these patients reduce the amount of medication they need. By limiting sodium intake, some patients can lower blood pressure without taking medication.

Salt is our number one source of sodium. Eliminating table salt as a seasoning is a good first step in cutting your sodium intake. But sodium is found in other things we eat too, often in places we wouldn’t expect it to be. For example, prepared or pre-packaged foods are a major source. Sodium is used in prepared foods as a preservative, as a “flaking” agent, and as a soil for higher priced ingredients. It is included in almost every kind of processed food: baked goods, lunch meats, canned and frozen foods, cereals, candy, cheese, condiments, and ice cream.

Americans eat almost half their meals away from home. Restaurant food, especially fast food, is often high in sodium. Many medications, particularly antacids, cough medicines, and laxatives are also high in sodium.

What can you do to help reduce the amount of sodium in your diet? First, fresh fruits, vegetables, and meats, and don’t add salt in cooking or baking. A taste for salt is acquired. The less you use the less you’ll want. Read labels on all processed foods to check for sodium. The word sodium will appear in many different forms (e.g., mono sodium glutamate, sodium benzoate, di-sodium phosphate, etc.). They all mean sodium was used in preparing the product.

Try seasoning with lemon juice, fresh and dried herbs, and spices like curry powder, celery seed, pepper, and paprika. Ask restaurants not to add any salt to your order and as a source like pretzels, potato chips, and corn chips. Eat more low calorie foods. With few exceptions, people who watch their weight find their sodium intake goes down at the same time. Before buying any non-prescription medicine, ask your pharmacist to suggest low sodium products.

It’s your choice

As a high blood pressure patient, you are an active partner in your own treatment. You can control your blood pressure through medication, exercise, weight control, and good eating habits. But unless you cooperate with your doctor, your improvement may be temporary. Drugs may also be prescribed, particularly if patients have a family history of heart problems, high cholesterol levels, diabetes, or other factors that increase their risk of developing complications.

Until the recent studies, most of the medical community had not been treating “mild” high blood pressure, because the benefits of treatment had not been clearly established. In 1980, the Joint National Committee on Detection, Evaluation, and Treatment of High Blood Pressure revised earlier national recommendations to include treating pressures in this range. The committee also suggested a new term for diastolic levels between 90 and 104 mm Hg, stratum I, as they believed the word mild was an inappropriate way to describe a serious condition. The new recommendations mean that high blood pressure patients, and the health professionals who treat them, need to pay careful attention to blood pressure elevations at any level.

For more information on mild high blood pressure, write: High Blood Pressure Information Center, 120/80 National Institute of Health, Bethesda MD 20010.

A $23.5 million improvement project planned for the Yolo Causeway could deplete Yolo County’s share of state highway funds for several years to come, according to Mike Hoffacker, planning director with the Sacramento Area Council of Governments.

Caltrans engineer Allen Wrenn of Marysville is directing design plans for a $23.5 million improvement in the riding area adjacent to a major source of the Yolo Causeway on Interstate 80 between Davis and Sacramento.

Yolo County will share in about eight percent of the cost financed by the state. Hoffacker said. But in the process, other projects planned for county roads might have to be scrapped due to lack of funds.

“No one I have talked with has critici
cal forces for the basic engineering.

Yolo Causeway plan is to convert the surface of both east and west spans of the causeway from asphalt, which has incurred major and continual crack-

There would still be three lanes of traffic in each direction and the individu-

The design proposes a 122-foot bike path on the north side of the causeway, replacing the current path through the causeway itself.

Since the 1-80 route is part of the federal interstate freeway system, the federal government would pay 92 percent of the cost and the state agency allocated to Yolo County would finance the additional.

Engineers hope to advertise for bids in September, open bids in November, and start work in the spring of 1984.

Completion is expected—if all agencies approve and the project proceeds with- out any delays—in late summer or fall 1985.

No environmental impact report is required because the project doesn’t alter traffic and will not be increased. There are no plans to increase the vehicular spans from the present three to four lanes.
Natural gas decontrol bad for users

(Editor's Note: The following article is a guest column by Robert Broadbent, senior engineer for the Citizen/Labor Energy Coalition.)

Just about everyone agrees that soaring natural gas prices are a big problem. Not only consumers who heat with gas, but also industrial users, major industries and even gas utilities and pipelines are bearing the burden of gas costs that have doubled since 1978. That's why Congress has been working on the Natural Gas Policy Act to phase out the controls which held down wholesale gas prices.

Even the oil companies who produce most of the nation's natural gas have changed their tune. Abandoning their old complaint that gas prices are kept artificially low by federal regulation, the price controls are keeping gas prices too high. Just as oil prices fell after oil was decontrolled, they say, so would natural gas prices fall in a totally decontrolled market. But the partial decontrol of the NGPA is not enough. More gas must be decontrolled faster.

It's a strange and wondrous argument the oil companies have concocted to explain the sudden change in rhetoric? Were they simply mistaken before, when they told us price controls had to be maintained to keep prices too low? And if decontrol would result in lower prices, why are gas producers so eager to see Congress speed up the decontrol timetable? Because they've lost interest in the profit motive, and now stand ready to serve the public interest even if it means lower prices.

Don't believe it for a minute. Partial decontrol under the NGPA has meant sharp increases in wholesale prices, and whether a continuation of the NGPA or through a speed-up in the decontrol timetable, will mean even higher prices. That's the only reason gas producers are calling for more decontrol.

The comparison to falling oil prices is as phony as a dollar bill, and the oil companies know it. Oil decontrol did not reduce prices. It raised them, substantially. In 1979, before President Carter's two year decontrol plan began, a barrel of domestic crude oil cost $11.25. Today a barrel of oil sells for about $30, a 260% increase. The Department of Energy estimates that from 1980 to 1981, the total cost of domestically-produced oil increased by more than $50 billion.

In 1981, President Reagan sped up the last few months of President Carter's decontrol schedule, and 86% of domestically produced crude oil had already been decontrolled. Immediately after President Reagan's action, gasoline and heating oil prices increased another 10 to 15 cents a gallon, as domestic crude oil reached the world market price. Consumers paid, and oil companies profited.

Oil prices are falling now, not because U.S.-produced oil was decontrolled, but because international markets are awash in oil. OPEC and other producers are continuing to produce large volumes of oil even after demand for oil products fell. The result is an oversupply worldwide, leading to a recession in the oil market — an oversupply that drove prices down.

The overall surplus of gas surplus, yet prices are rising because the market power of gas producer, and careless pipeline operators, have locked pipelines into unreasonable and anti-competitive contracts. Many pipe-

GILROY — It's taken a 20-year path as meandering as Llagas Creek itself, but a project designed to protect much of the South San Francisco Bay area from flooding problems of the past — and worse ones in the future — is finally due to begin.

When it finishes about five years from now, officials say, residents of areas like Westlake, Walnut Street and DeWitt Avenue in Morgan Hill won't have to think about sandbags and rain boots.

The project, known as the Llagas Creek Watershed Project or the PL566 Project, after the federal project number, was enacted in 1981, the year California's largest flood control project was conducted by Placer and El Dorado counties.

The project consists of construction of a levee that will run along the north-south alignment of Llagas Creek between Gilroy and Morgan Hill. It stretches roughly 14.5 miles from Justine to Bull Valley Road in Morgan Hill.

The channel will remain earthen, according to the U.S. Army Corps of Engineers.

A draft report urging completion of the project was done in 1982. But construction hasn't finished the review and processing stage of the project.

Next year the piece from Luchessa to roughly 11 miles inland will be built. Eventually the creek's branches into Gilroy and Morgan Hill will be protected.

Gas prices have gone sky-high under the wellhead price in-

The channel will remain earthen, according to the U.S. Army Corps of Engineers.

The project will require the lagoon to be constructed just above Llagas Road in Morgan Hill. The flood and Conservation Service will begin construction this spring on a small piece of that, from Bloom-

The final report to Congress, among other things, will establish how much more construction is needed. And it will take an additional year or more to complete.

According to the Utah Department of Health, the project includes 304,960 cubic yards of cured concrete and 145,300 tons of untreated base gravel.

The engineers' estimate was at $8,625,000. Acme was low bid, at $6,699,721. Acme will get started as soon as the grade gets dry enough to get onto. Gibbs & Reed have a subcontract with Acme to do some grade and drain work.

According to the Utah Department of Transportation, there will be three more jobs. An extension on I-15 at Scipio, section of I-215 (belt route) in South Salt Lake, and some structures on I-80 near the Salt Lake Airport.

Llagas Creek flood control project gets approval

Gibbons & Reed low bidders on storm drain job

(Continued from Page 5)

The second project is on a Salt Lake City street and storm drain improvement. The engineers' estimate was $3,247,000. Gibbons & Reed's bid was $2,407,000. Peter Kiewit Sons Company was second with a bid of $2,587,492.

A pre-job conference was held Friday, March 18 with Acme Concrete of Spokane, Washington. Acme will get started as soon as the grade gets dry enough to get onto. Gibbs & Reed have a subcontract with Acme to do some grade and drain work.

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Draft report on Auburn Dam won't clear panel for year

A draft report urging completion of the $2.6 billion Auburn Dam-Folsom South Canal water project won't clear a Washington-level review for one year, adding another obstacle to quick completion.

The final report to Congress, among other things, will establish how much more construction is needed. And it will take an additional year or more to complete.

It is estimated that the final report will be completed by about February, 1984," Broadbent said in a response to the adjacent Pacifica and water appropriations subcommittee.

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"It was our plan, and I believe it is still our plan, to use the report that's being made to try to get the project to a reauthorization," he said.

But I think it's difficult for the administration to come out with any number of studies without a report that hasn't finished the review and processing and up-front financing."
Health care cost containment coming soon

Health Care Cost Containment is coming to your town and it’s coming soon. Rising medical costs have long been a major target of the public, but until recently very little was actually being done to curb their rate of growth. Today a big push is being made on several fronts to contain costs and gain control over what the health care industry is charging the public. Rising health care costs have created tremendous growth over the last decade because of a variety of reasons. The medical industry benefited from new electronic and chemical technology. The research, development and application of this technology cost money. Hospital expansion has been regulated in an attempt to control their growth. The regulations have forced hospitals to specialize in certain medical areas and can’t significantly reduce the number of hospital average doctor’s office visits. Average hospital internment payments which must be made. They can elect a modestly reduced amount shown on the statement. Qualified Operating Engineers do have several options about retirement. They can work to age 62 or even beyond and retire on a Regular Pension. They can retire early between age 55 and 62. If they become disabled they can retire early with full benefits. If they earn at least 30 years of credited service they can retire early with full benefits. And if they work in another local under a reciprocal agreement with Local 3 they can retire and receive benefits from both plans.

After qualifying for a Pension, Operating Engineers do have several payment options available. They can elect a greatly reduced monthly benefit guarantee they their lifetime with 120 monthly payments guaranteed. They can elect a modestly reduced monthly benefit guarantee they their lifetime with one half of the amount continuing to their spouse in the event of their death. Those retiring before age 62 can voluntarily their benefits with Social Security, receiving a higher amount prior to 62 and a reduced amount after Social Security.

It’s impossible to tell an Operating Engineer when to retire and what payment option to select. Each participant is an individual with different needs, circumstances and requirements. One can only look at retirement, review the options available and select the one that suits his needs best. As an Operating Engineer, it is advisable to consult with the information he needs.

Pre-Retirement Counseling is underway. We are averaging over 100 members and wives at each meeting. Counseling is offered over 100 members and wives at each meeting. Counseling is available over 100 members and wives at each meeting. Counseling is available for each month of their retirement and their families. Only he can look at retirement, review the options available and select the one that suits his needs best. As a matter of fact, he can hardly be held responsible for any of this counseling.

Pre-Retirement Counseling is available for all Vested Operating Engineers age 50 and over and their wives are encouraged to attend.

Santa Rosa: Congratulations are in order for Larry Summersfield who recently took himself a lovely bride, whose name is Christal. Much happiness to both of you!

It is with regret we report the death of Retiree Jack Purcell. Our sincere condolences are extended to the family of his late Brother. We wish to extend our sympathy to Retiree Leo Cox on the death of his wife, Maxine.

Reno: Our sincerest sympathy is extended to the families and loved ones of departed brothers: Retiree Charles Melendez, 2/15/83; Retiree Clifford Wm. Burke, 3/19/83.

Health care costs and the following arrivals: Steven & Betty Rambell, boy, 2/16/83; Dean & Carrie Stone, girl, 2/22/83; Steven & Cristine Evans, boy, 2/23/83; Glenn & Deborah Jones, boy, 3/7/83; Mark & Debbie Foster, girl, 3/10/83.

Want to fill in the blanks? Pre-Retirement Counseling Sessions are underway. All Vested Operating Engineers age 50 and over and their wives are encouraged to attend.

Pre-retirement Counseling Mtg. Schedule

Pre-Retirement Counseling meetings for the following areas have been scheduled as indicated below. Members attending Pre-Retirement Counseling sessions are strongly urged to attend these meetings. Wives are also invited and encouraged to attend.

The program is clear and concise and includes an in-depth presentation on all aspects of the Pension and Health and Welfare Plans as well as a question and answer period.

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Schedule of Meetings

Redding: 7:30 PM
May 19, 1983 (Thurs.)
Operating Engineers Bldg.
100 Lake Blvd.
Redding, CA

Marysville: 7:30 PM
May 24, 1983 (Tues.)
Operating Engineers Bldg.
1010 7th Street
Marysville, CA

Reno: 7:30 PM
May 26, 1983 (Thurs.)
Musicians H.
124 West Taylor
Reno, Nevada

San Jose: 7:30 PM
June 2, 1983 (Thurs.)
Holiday Inn Park Center Plaza
282 Almaden
San Jose, CA

Watsonville: 7:30 PM
June 3, 1983 (Thurs.)
VFW Post #1716
1960 Freedom Blvd.
Freemont, CA

Salt Lake City: 7:30 PM
June 7, 1983 (Tues.)
Operating Engineers Bldg.
1958 W. 17th Temple
Salt Lake City, Utah

Fairfield: 7:30 PM
June 14, 1983 (Tues.)
Holiday Inn
1350 Holiday Lane
Fairfield, CA

Ignacio: 7:30 PM
June 16, 1983 (Thurs.)
Holiday Inn
1010 Northgate Drive
San Rafael, CA

Santa Rosa: 7:30 PM
June 20, 1983 (Wed.)
Veterans Memorial Bldg.
1351 Maple Street
Santa Rosa, CA

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ENGINEERS NEWS
Union-busters thrive under Reagan

(Continued from Page 1)

found that Modern Management had picked up a tidy $250,000 in Medicare funds to run anti-union campaigns for six hospitals in Massachusetts.

The subcommittee reported evidence "that many publicly funded institutions, the federal government, the Federal Reserve Bank and others have hired consultants to direct their anti-union efforts."

Employer scrutiny, the subcommittee said "public subsidization of anti-union activity violates well-established federal policy of neutrality on the issue of unionization."

Violation of neutrality

"Moreover, it added, "the use of government funds in this manner is not sanctioned by the public, nor is it likely that the public is aware of expenditures of tax dollars for such purposes."

The Reagan Administration's anti-union activity, the subcommittee's letter to the Labor Dept., which is supposed to foster the interests of the worker, instead, Dotson's Labor-Management Services Administration (LMSA) has made unions and union members his agency's number one target.

In its left-over time, LMSA is espousing the cause of labor-management cooperation in the workplace, promoting the theme of "positive" treatment of workers.

Despite the Landrum-Griffin Act's stipulations that "direct or indirect" activities to persuade employees to resist unions are reportable, Dotson's LMSA refused to require either Kawasaki or Tates, Sykes to file refusal to hire a job applicant because of a union affiliation.

Employer scrutiny of workers' activities starts with workplace surveillance by supervisors, the management consultant's primary agents, and, as the subcommittee noted, "the best source of information as to who are union supporters."

But the investigations found evidence of more blatant surveillance activities in employer use of undercover agents and detectives. The Wackenhut Corp., for example, has developed worldwide surveillance capabilities that are strike-breaking firms.

From the collection of private data on employees to required polygraph tests, the tactics of management consultants are spread across the employment scene.

Pre-screening employment, the first step in the employment process, was described by the House Labor-Management Services Administration subcommittee as providing the initial anti-union opening for consultants. They advise employers on how to elicit unfounded attitudes of prospective workers about unions, despite the fact it is a violation of the NLRA to "interfere with, or restrain" employees in the exercise of their rights to concerted activity.

Pre-screening employment

The subcommittee noted, "The refusal to hire a job applicant because of a union sympathy has been held clearly unlawful. Yet, these pre-screening employment methods are explicitly aimed at accomplishing this illegal objective."

In its investigations, the subcommittee also found consultants were sharing information on employees among companies planning to expand their workforce. Should the employees have worked for one of the companies in the past, the word was quickly passed on.

One such organization providing employee personnel data was the Industrial Information Services Corp. (IFS). Witnesses at the hearings testified that IFS "provides all industry employers with data on prospective employees, including availability, by former employers, union activities, and whether they have filed workers' compensation or other personal injury claims against employers."

WHAT IS ALCOHOLISM?

Alcoholism is a disease characterized by uncontrolled drinking. It is a progressive disease that becomes worse as its victim continues his or her uncontrolled drinking. An alcoholic is a person who can no longer choose when, how often, and how much to drink and, particularly, when to stop drinking. If untreated, a victim suffers increased deterioration of physical and mental health, almost invariably, early death.

IF ALCOHOLISM IS A DISEASE, CAN IT BE CURED?

The only "cure" known for alcoholism is abstinence. Alcoholism is treatable to the extent that people who stop drinking and stop furnishing their bodies with alcohol can recover self-respect and return to meaningfu, productive, and happy lives without alcohol. Alcoholism cannot be vaccinated or immunized against it. The majority of alcoholics need treatment, guidance, and daily support to learn to live without the use of alcohol.

PHILOSOPHY

The Operating Engineers Local Union No 3 believes that alcoholism is a health problem from which there can be recovery. Should a personal problem affect the member's health, personal life or job performance, the Union believes that by assisting in the solution of that problem it will benefit the member, the employer and the Union.

WHAT IS ITS PURPOSE?

The purpose of the Alcoholism Recovery Program is to help individuals and their families resolve alcohol related personal problems which are affecting their lives and work. The program enables the member to avoid serious health impairment and declining productivity.

IS IT CONFIDENTIAL?

All contacts with the Alcoholism Recovery Program are treated in strict confidence. All individuals contacting the program are assured that their program, source, treatment or participation will be handled in strict confidentiality. Program records are confidential.

THREE METHODS OF REFERRALS

1. Self-referral: Any Union member or family member may use the program. Or make a phone call to any

Operator: 1-800-354-2029
Promo Service: 1-800-489-1439
Rencho Murietta Training Center
Dick McGill
474 Valencia Street
San Francisco, CA 94103

415/431-1568

San Francisco, CA 94103

North Marina
Alcoholism Recovery Program

Nate Davidson, Director

Alcoholism Recovery Program Coordinator

San Francisco: 415/348-7835

George Morgan

916/755-0292

George Morgan

916/755-0292

Don Strate

*801/943-6210

San Francisco

415/431-1568

415/431-1568

415/431-1568

415/431-1568

Robert Beall

*801/943-6210

San Mateo

*801/943-6210

Sacramento

916/383-8839

Sacramento

916/383-8839

George Morgan

916/755-0292

Larry Uhde

916/383-8839

Bill Marshall

916/383-8839

San Jose

408/263-7541

San Jose

408/263-7541

Robert Beall

*808/847-5523

Rickie Bryan

*818/783-0864

Mike Bailey

*818/783-0864

Mike Bailey

*818/783-0864

Salt Lake City

801/532-6091

Salt Lake City

801/532-6091

Don Strate

801/532-6091

Don Strate

801/532-6091

Rickie Bryan

801/465-3136

Rickie Bryan

801/465-3136

John Thornton

*801/566-9415

John Thornton

*801/566-9415

Honolulu

808/675-5523

Honolulu

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Nate Davidson, Director

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415/348-7835

George Morgan

916/755-0292

North Flannagan

916/275-6648

*George Maszek

916/728-3235

Marysville/Roeding

San Francisco

415/431-1568

San Francisco

415/431-1568

San Francisco

415/431-1568

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San Francisco
Work in Stockton area is improving with onset of spring

The work picture in the Stanislaus and Tuolumne County area is looking much improved, reports Business Representative George Morgan.

Stanfield & Moody are doing the dirt work on an $8.5 million project at the end of Hatch Road in Stanislaus County for a hot process plant. Stanfield & Moody also have some overlay work in the City of Ceres.

Genstar, formerly the Frankton Company, has a bid on highway work in the area which is starting to move at this time including paving and paid work.

Keir Krane is starting to pick up some of their crane work in this area, calling back some Brother Engineers. Weather permitting, a number of our local contractors will be calling back men to complete projects as well as start new ones.

Ford Construction has a number of jobs going in the District 31-32 area, one of which was recently awarded to them in the Sonora area. This project is known as the "Willow Springs Sewer Project.”

This is the first phase that has been awarded to Ford. The second phase of this project went to bid last month for a total of $4.3-$4.7 million. This is a sizable project in the economies of this area last work season.

Some of the other upcoming projects for the 1983 work season include the Ford & Raines Park project out of Patterson, the Hwy. 120 Slide out of Chinese Camp, Runway work on the Modesto Airport and the Yosemite—Hwy. 118 junction project to mention a few.

Ladd & McConnell working on bridge job on Route 299

District Representative Don Leder and Business Representative Paul Heffernan report that Roy L. Ladd & McConnell are working on a Caltrans project on Hwy 299, 14 miles west of Weaverville at Helena. The $1.4 million job consists of realignment and bridge construction.

Ladd’s Dew Drop project on Hwy 88 is down for winter. This $1.4 million project at the 4,000 foot elevation is scheduled to restart next month. Tulip & Associates have a $376,000 chip seal project scheduled to start June 15th, weather permitting. They also have a $262,000 project for Trinity County in Weaverville to reconstruct Washington Street.

Nemec Construction of Redding has a $2 million Caltrans project on Hwy 49 in Camp Libbey to complete. This project is 40% complete and under winter conditions.

Teichert & Sons are busy working on I-5 between Red Bluff and Butte County with a $310,000 A & H Construction is still not working at Lassen Park—too much snow but they expect to start back before long.

Cal-Ore Constructors was low bidder on a $150,000 I-5 job by Cottonwood. The job consists of removing the truck lane surface and re-establishing the shoulder and pavement. They will start the job as soon as possible. Cal-Ore Constructors also has to complete grading base and paving

WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

Listen for accidents

What would be your first reaction to a sign with the following wording: "Accidents—Contagious Disease Keep Out"?

This warning sign is not as absurd as it may seem when you consider that one in five workers has been injured because of unsafe acts of one of their fellows. People connected with various safety organizations have evidence that there are such things as "accident carriers" who infect others, just as there are, for example, smallpox carriers. There is also proof that there are symptoms that we can listen for to catch the accident carriers.

In an effort to overcome the accident infection, physical safeguards have been introduced as a form of vaccine or serum, and, as a result, less injurious accidents increase, the industry result from mechanical failures.

The medical profession recognizes that there are psychological and emotional components in all diseases. The emotional factors of illness are treated along with the physical—and the accident disease is no different.

Physical guarding, elimination of physical hazards, use of personal protective devices, safer working conditions—all have paid off handsomely in reducing injuries, but still, people are being injured. We need to study the symptoms of the accident disease. What are they? Perhaps you have guessed that one of the more important symptoms is atattitude. Attitude is a major symptom since no one can work safely, or, by the familiar expression, "keeping your eyes open." The following are some of the symptoms of the accident disease that you and I should be looking for in order to detect accidents in the making:

- Errors in performing work duties
- Changes in routine behavior and manners
- Near accidents
- Inability of the individual to concentrate
- Violations of safe working practices
- A sulky, surly attitude
- These accident symptoms do not mean that an accident is immediate or pending, but we cannot ignore them, for if we did, we would be missing an opportunity to offset possible accidents.

Don't cheat yourself

There are two common causes of work injuries, conditions and behavior. Thousands of people have been injured because of unsafe conditions, but many accidents and injuries result from unsafe acts of one kind or another. Accidents can also result because of a combination of the two—an unsafe condition and an unsafe act.

Don't be guilty of cheating yourself. Safety devices, whether it is a form of eye protection, or a hard hat equipped with a safeguard of some kind, are there to have safe equipment. How-
Humboldt County eyes $115.9 million in highway funds

Governor George Deukmejian's recommendations for the state's five-year transportation plan could bring a total of $115.9 million in highway construction and repair funds to Humboldt County, reports District Representative Gene Lake.

The governor's plan calls for Humboldt County to receive $86.2 million, funneled through the state from the federal government, for the Redwood National bypass. Eureka CallTrans office said that figure is expected to be revised as accurate cost estimates become available.

Three bridges on Highway 101 are scheduled to be replaced in the five-year plan at a cost of $4.4 million. That figure includes money for the Elk River and Victoria Creek Bridges near the Prairie Creek Fish Hatchery.

Another $3.2 million has been earmarked for the replacement of the South Fork Trinity River Bridge on Highway 299 near Salyer at a cost of $4.6 million for truck-passing lanes on that highway west of Willow Creek. Other smaller projects are also recommended for the county's highways.

A total of $11.7 million is programmed for Del Norte County, included in the plan are two Highway 199 projects. The Dededah Smith turning lane project, at a cost of $1.2 million and the $6.8 million replacement of the Smith River Bridge near Hoopa.

Trinity County is also pegged for $44 million for repair and replacement jobs including the storm-damaged Salt Creek slide on Highway 299 at a cost of $3.2 million. Reconstruction of an eight-mile section of Highway 36 from the Humboldt-Trinity county line to the east is also included in the plan at a cost of $11.6 million.

Additional funds totaling about $30 million will be available to the district for minor projects and for those not specifically mentioned in the plan. From all indications North Coast harbors will also be repaired this coming work season.

The entire Humboldt Bay harbor entrance will be dredged by contract this spring. Also some breakwater improvement is scheduled. $4.6 million dollars is available for the project.

Crescent City Harbor will receive $1.4 million for dredging and another $2 million for breakwater repairs.

Noyo Harbor, at Fort Bragg, will receive $200,000 for dredging.

The King Salmon project is slated to go in September. This is a brand new Corp of Engineers breakwater and dredging job. $9 million is available for the project.

CPPM low bidder on Yuba County airport project

The work picture on the East Side is beginning to look a little better, providing the fair weather will continue, reports Business Representative Dan Mosta.

M & M Electric was low bidder on the Yuba County Airport taxiway with Ray Bertelsen from Marysville doing the dirt work. Butte Creek Rock from Chico was low bidder on the Linda Drive and Lake Boulevard surfacing job for the City of Oroville.

Kaweesh Construction from Sacramento was low bidder on the Colusa County Fish hatchery roadway and Fish Building in Oroville for the State of California Department of Water Resources with Douglass-Seaburg, Inc. from Auburn, sub-contracting. Robinson Construction from Orville was low bidder on an asphalt surfacing and guard railing job for Plumas County.

F & H Construction from Stockton was low bidder on Stampede power plant and for the City of Yuba for the State of California Bureau of Reclamation. Murchison Construction from Sacramento was low bidder on the medical offices for Rideout Hospital in Marysville.

Talking to Techs

By Frank Morales, Wally Schissler and Jerry Steele

With the drying weather conditions, comes the need for Soils and Concrete Inspectors in Local 3-F to get back to work. There appears to be an increase in building projects throughout the Bay Area which should give these members a good amount of work.

Congratulations to the following members who will be receiving 25-year pins: Ernest Rodgers, Thor Engineering; Paul, Borton; Alphonse Chan and Walter Strate.

Now that the good weather is here, members are starting to be called off the out-of-work lists. Survey firms are calling back their old employees and hiring new employees. This is a good sign that the construction industry is starting to roll again.

Subdivisions that have been sitting idle for a year or more are beginning to show signs of new life. One new project that will start this summer is located in the San Bruno Mountains. It will consist of 3,000 homes, offices and other commercial facilities. Also, open space for state and county parks and a preserve. The first 500 houses are scheduled to start this summer. The entire project will take about ten years to complete.

PRE-NEGOTIATION SURVEYORS MEETINGS

San Jose: May 25, 1983 - 7 p.m.
Hiring Hall "A", Building Trades
2101 Old Almaden Road
San Jose CA

Santa Rosa: May 24, 1983 - 7:00 p.m.
Veteran Building, North Room
1351 Maple Street, Santa Rosa CA

Martinez: May 25, 1983 - 7:00 p.m.
Teamsies Local 315
2727 Alhambra Avenue
Martinez CA

Sacramento: May 26, 1983 - 7:00 p.m.
Laborers Hall
6545 Stockton Boulevard
Sacramento CA

Teaching Techs

By Gene Machado, Administrator, Surveyors JAC

Two new programs are available for enrollment by journeymen who wish to upgrade their skills. Slope Staking-Grade Checking and Construction Survey. A class will be available as soon as the NCSJAC has twenty (20) applicants signed up for a course. The Slope Staking and Grade Checking course will be presented two nights a week until completed.

We estimate two to four weeks to complete. At this time it is very hard to estimate the time it will take to complete the Radiation Survey course as it is very extensive. The course schedule of two nights a week or one night a week must be determined by each member in class availability in the area. The NCSJAC needs applicants registering as soon as possible so that classes can be scheduled.

It has been a long winter and on the job training has been the lowest ever. Many apprentices have or should have completed many topics in advance of hours reported. Work will pick up from now on and you may feel that being ahead in your topics puts you in the position that you can miss some classes without hurting your apprentice status. A reminder is now in order: "It is mandatory that apprentices attend two (2) classes per month."

Starting this year a new Apprenticeship program will be presented to new indenturees into the program. The on the job training hours will be increased from 500 hours to 1000 hours per month. Time on the job training hours shall remain the same 1000 hours per month for the 5th through 8th periods.

The curricula has been condensed and re-written to a high point of difficulty. Those of you that are in the 5th through 8th periods of training may continue through the program as it is, or you may wish to start with the new curricula.

The on the job training hours will be increased from 500 hours to 1000 hours per month. As there may be some problems with the job training hours in relationship to the updated curricula, some counseling should be done before making the step.

In the near future it shall be mandatory that an Apprentice attend at least two classes per month and shall turn in four (4) topic sets. Tests are being upgraded and an overall upgrade in Apprenticeship is being undertaken to prepare you members and new indentures to do the best job you are capable of doing.

As tools of the trade are necessary and important to do a good job, so are the tools of knowledge. Local Union No. 3, the Employers of California, with those of us working in the NCSJAC want to offer you members the best training possible and we feel that the changes being offered is a step in that direction.
P.H. McCarthy, labor attorney, dies at 77

Patrick Henry Howe McCarthy, Jr., well known labor attorney and son of a former San Francisco mayor, died on April 13 at the age of 77.

A pioneer in fighting for workers compensation rights in the early 1940s, Mr. McCarthy represented labor in a field in which his father had been extremely active also. A senior partner in the law firm of Seitz, McCarthy, Johnson and Miller, Mr. McCarthy helped organize the first pension funds available to unionized teamsters and construction workers in this state.

In addition to representing the Operating Engineers Local 3 and the State Building and Construction Trades for the past 45 years, P. H. McCarthy also represented at various times organizations such as the Plumbers and Pipefitters, Carpenters, Sheet Metal Workers and Breweries.

In the representation of Local 3 in the earlier days, Mr. McCarthy was closely involved in contract negotiations and drafting much of local 3's union ByLaws.

He was most respected by other lawyers for his ability to find loopholes in the law to accomplish the goals of his clients and to devise strategies that his opponents never thought of. He was a master of creative thinking in the field of labor law.

A native San Franciscan, Mr. McCarthy graduated from St. Ignatius High School and the University of Santa Clara. He earned his law degree at Stanford in 1930. For several years he taught labor relations at the University of San Francisco and was on the faculty of the school's John Francis Regis Labor Law Annals.

Mr. McCarthy was the son of the late Mayor James H. McCarthy, who came to San Francisco from Ireland in 1882. The senior McCarthy, who was a carpenter, was one of the founders of the Brotherhood of Carpenters and Joiners of America and also was one of the founders who drafted The City's charter.

He served one term as mayor beginning in 1910 and was the immediate predecessor of the late Mayor James Ralph, Jr.

He is survived by his wife of 43 years, Augustine, two twin sons, Claire Susburry of Chicago, and Patricia McCarthy of Hayward, and a son, Patrick Henry Howe McCarthy III of Des Moines, Iowa.

More from Eureka

(Continued from Page 13)

According to the Humboldt County Public Works Department, Exxon plans to build the "Hondo B," the largest of the three giant company is looking for a port in the United States large enough for such a project, which does not have bridges that will get in the way while moving the jackets to the drilling location.

Under Exxon's plans, contractors will bid in the $120 million to $150 million jacket assembly project in December or January.

Department Members

Business Manager Tom Stapleton and the Officers of Local 3 extend their heartfelt condolences to the families and friends of the following deceased members and dependents.

Name Decedent

ALBERT CROMWELL 12/30/85
Fallon, NV

LOY DOUGLAS 2/5/83
Modesto, CA

JESS DURAN 2/17/85
Mountain View, CA

HENRY FERREIRA 2/8/85
Honolulu, HI

NOBORU FUJIMOTO 2/1/85
Honolulu, HI

NORIKO HANASHIRO 2/5/83
Woodland, CA

MICHAEL GRAY 2/13/83
Fenton, CA

DAVE HANNAH 2/1/85
Vina, CA

FRED HENDRICKS 1/27/83
Davis, CA

MARTIN JARRELL 2/27/83
Livermore, CA

SILAS KIMBLE 2/7/83
Somerset, CA

SHIRLEY MARCH 2/8/83
Dinuba, CA

JOE MARSHALL 1/30/83
Arroyo Grande, CA

Congressman Phil Burton leaves political legacy

While the press and the public focused on the inauspicious and abrasive behavior that has sometimes characterized Phil Burton's public persona, the 5th district congressman leaves a legacy of involvement, accomplishment and integrity.

Phil Burton's death will have an even greater ripple effect than the effect of the death of his predecessor, Democrat James Rolph, Jr., in 1910 and was the immediate predecessor of the late Mayor James "Herb" Rolph, Jr.

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FOR SALE: 1960 DUNE BUGGY 1600 motor, remov-

FOR SALE: 2002 WHEEL TRAILER, trailer is built to haul

MAKE OFFER. Jack, P.O. Box 151, Toccoa GA 30577. Ph.

FOR SALE: CAT 0417U 35. 91711. Cat hyd. straight dozer,

FOR SALE: 1970 BUICK WILDCAT. Good condition. P.S.,

FOR SALE: 1970 JEEP CJ-5. 354 V8, good condition. Skid

FOR SALE: 1972 JEEP CJ-5. 354 V8, good condition. Skid

FOR SALE: 1973-74 FORD TRUCK 172 T, big 300.6, motor

FOR SALE: 1969 FORD F-40, 16' fiberglass 4x4 & 4x2, sp


FOR SALE: WESTERN HEMLOCK 500, 15 x 100 ft.

FOR SALE: ALL ELECTRIC HOME two BR, two bath, on

FOR SALE: COCKER SPANIEL puppies. Black & buff males

FOR SALE: CAT 0417U 35. 91711. Cat hyd. straight dozer,
ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m. with the exception of Honolulu, Hilo and Maui, which convene at 7:00 p.m.

May
5th Richfield: Point Marina Inn, 91 W. Cutting Rd.
24th Fresno: Laborer’s Hall, 5431 E. Hedges
31st Auburn: Auburn Rec. Ctr., 123 Recreation Dr.

Dues Schedule 10/1/82-9/30/83

Local 3：$144 (Per Qtr.)
Local 3A：$141 (Per Qtr.)
Local 3B：$144 (Per Qtr.)
Local 3C：$141 (Per Qtr.)
Local 3E：$141 (Per Qtr.)
Local 3R：$141 (Per Qtr.)
Local 3D：$141 (Per Qtr.)

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

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:
Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103
Please send me: A Membership card for the Magic Kingdom Club
My name is: (PLEASE PRINT ALL INFORMATION)
Address: (Street number & name, or box number)
City, State & Zip Code Social Security Number

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Dear Credit Union:
Send me the following brochures, kits or applications.
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- Money Market Certificate
- Vacation Pay Kit
- Save From Home Kit
- Loan Plus
- Easy Way Transfer

(my name)

(social security number)

(address)

(city) (state) (zip)

Operating Engineers Local Union No. 3 CREDIT UNION
PO. Box 2082, Dublin, CA. 94566

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Local 3 files suit against DIR

(Continued from Page 1)

equipment to any owner-operator employed on a public works job.

Local 3 responded by filing the petition for a writ of mandate against Veysey, which if upheld by the court, will require the department to enforce the law.

Local 3 Business Manager Tom Stapleton noted that the Senate Rules Committee, following the Veysey’s confirmation this month as Director of the State Department of Industrial Relations.

“The State Labor Federation has come out against Veysey’s confirmation,” Stapleton added, “because he’s going to the right direction. Congressmen recognize this position opposed to measures designed to protect working people. Based on our experience with Veysey, we wholeheartedly endorse the Labor Federation’s recommendation.”

Local 3 files suit against DIR

(Continued from Page 1)

Federal funds could be applied to three choices suggested for Devil’s Slide, including a large section of land around the highway, a project that would have re-routed the highway and relocated the highway into the ocean and relocating the highway inland, a plan backed by environmentalists; building a bypass along Martin City creek; or building a longer bypass similar to one shelved in 1972. Depending on the choice, the project could cost as much as $40 million.

A morning session in Pacifica drew about 60 people, while 150 turned out for an afternoon meeting in Half Moon Bay. About two dozen residents and officials testified, hoping their tales of woe would convince the congressman of the dire need for emergency aid.

Anderson promised to lobby for new federal legislation to provide additional funds to tackle Devil’s Slide.

Because of these rules, it is essential that the rain that pummeled Highway 1 be classified as separate storms. After Lawrence Staron, chief of the Federal Aid Division, hedged on such a classification, Lantos became exasperated. “It’s not a question of semantics,” Staron said.

The extra money is necessary because the Federal-Aid Highway Emergency Relief Program has only $100 million per year at its disposal, with a limit of $30 million per disaster in any given state.

Anderson attacked the absurdity of these limitations, noting California is the size of an area on the East Coast stretching from Bangor, Maine, to Savannah, Ga. This area comprises 13 states and qualifies for $390 million in emergency aid.

Although the work has been given to various Bay Area projects in both Caltrans and the Metropolitan Transportation Commission’s five-year plan, Lantos said, “That’s a long way away.”

After Bourgart disagreed about the priority of state funding, the committee’s chief counsel, Dick Sullivan, erupted in anger. “There’s no money available,” he told Bourgart. “That’s what they’re both telling you. That’s why we’re here. You can be placed on a five-year or a 10-year or a 20-year list. But getting on the plan is not the same as getting funded.”

Afterward, Chubitz, surprised at the flagging state funding, explained he simply meant routine — as opposed to emergency highway funds for any work at Devil’s Slide. “We would be unavailable without the proper form contribution, which provided $390 million in emergency aid.”

“Devil’s slide gets testimony...but few real commitments”

(Continued from Page 1)

Lantos, eager to impress upon Congressmen of the dire need for emergency aid, said they would rescue the project and reopen the road.

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