

# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3



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151

January, 1963

## State Safety Chief Lauds Local 3 Plan

Reduction of work injuries is not going to be achieved by beating workmen and employers over the head, but rather by educating them, in the view of the man with the top responsibility for industrial safety in California, George Sherman, Chief, State Division of Industrial Safety.

Sherman also considers that organized labor can and should be the key to this safety education effort, and praised the new Safety Education Committee program of Operating Engineers Local 3 as one of the most important and promising steps being made in this direction today.

He expressed these views in an exclusive interview with ENGINEERS NEWS.

Safety is an ever-changing problem, Sherman said, because the risks are constantly changing. In some fields the new risks take the form of new chemicals, rocket fuels, radiation, and so on. In construction the new risk factors stem from speed and competition—heavier, more complex machines and a harder race for the dollar.

### BIG LOADS, SPEED

"What this means in heavy construction," said Sherman, "is that the machines get bigger, the loads get heavier and the tempo of operation is speeded up."

In the safety engineers' primer, the construction industry rates as

a "high risk activity," with a special factor of risk of multiple injury—that is, of the workman not only harming himself, but killing or injuring others on the job.

There has been considerable improvement in construction safety. In 1950 there were 96.8 disabling injuries for every 1,000 workers in construction; by 1960 that had been reduced to 79.4 injuries per thousand workers.

But the rate is still too high, and in numbers of people, the toll is going to be heavy because the future of construction indicates the employment of many more people. Supporting this prediction, Sherman cited federal government forecasts that the building trades will be the greatest area of employment in the next 10 years.

### GROWTH

"It's got to be that way," said Sherman, "because of the magnitude of the construction industry."

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## AGC Heads Hail Safety Program

Construction industry leaders in California have expressed interest in and support for what is probably the largest scale and most intensive safety education effort ever attempted in the building field, the new Safety Education Committee program of Operating Engineers Local 3.

Their reaction was reported January 9 in the *Daily Pacific Builder*, a trade paper regarded as the authoritative spokesman for the construction industry on the West Coast.

The pledges of cooperation were given by heads of the Associated General Contractors, Northern & Central California chapter, following a meeting at which Local 3 Bus. Mgr. Al Clem explained the union's program. The meeting was held with Budd O. Stevenson, president, and Bruce McKenzie, manager, of the AGC chapter.

### PROMISE SUPPORT

Following the session, Stevenson expressed personal interest in the union's safety move and promised to lend his support to obtain the cooperation of the entire industry.

"I met with Business Manager Clem and held a very constructive discussion of the problems of safety on the job," Stevenson told the *Daily Pacific Builder*.

"We were heartened to find out that the union is actually doing something about it instead of talking about it. This wasn't the usual 'isn't-safety-a-nice-thing' attitude."

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## Safety Education Committees Formed

By AL CLEM  
Business Manager

Every work-connected accidental death of an Operating Engineer is one too many. Every lost-time injury received on the job is an injury that could and should have been prevented.

Between Nov. 1, 1961 and October 31, 1962, we lost 12 members of Operating Engineers Local 3 due to work accident fatalities. No figures are available on the number of job injuries that did not result in death.

This is the painful background of a decision reached by the Business Manager and the Executive Officers of Local 3 to set up a network of Safety Education Committees in all the districts.

The first Safety Education Committees are being formed in the Northern California districts, in all of which kick-off meetings will have been held by the time this paper is out. We will move along similar lines in the other areas of our jurisdiction as soon as the California program is rolling.

The plan is to have, eventually, at least one Safety Education Committee member on every fair-sized job.

This will be a voluntary activity. The members of the Safety Education Committees will be volunteers, strictly, on the theory that only those genuinely interested in safety can do a real job . . . and so that anyone interested in serving on the committees will have the opportunity to do so.

As explained to those attending the initial Safety Education Committee meetings, these are the problems and the goals.

1. Generally, the union doesn't find out about dangerous conditions on the job until someone is killed or injured.

2. We hope, through education, to have members on the jobs who will call attention to unsafe conditions or equipment on the jobs and give the union and management a chance to correct them before they lead to accidents.

3. We are working with the California State Division of Industrial Safety on a safety education program. There will be regular meetings of the Safety Education Committees at which

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## Safe Practice— What It Means

(The following article was specially prepared by Gen. Pres. Hunter P. Wharton of the Operating Engineers International Union for publication in this issue of ENGINEERS NEWS, which features the theme of safety.)

By HUNTER P. WHARTON  
General President

I THINK THIS SUBJECT is well known to most of us. Our greatest problem is knowing what safe practices are and what they mean. It is a case of knowing the value of working safely, and the cost of unsafe practices.

Management may provide the most ideal conditions under which the worker is employed; rules may be made for his protection. However, workers cannot be compelled to do their work in a safe manner. Workmen, when they realize the value of accident prevention, will develop an interest in every-day safety on the job, at home and at play. It is important that this interest be created and maintained to achieve lasting results.

Buying safety is like buying any product. The buyer must know the value he will receive. Safety is created by education of the worker and requires some effort to achieve, and safety is a real bargain.

There is inherent in all forms of life a faculty for self-preservation. In man there is also a desire for material gains, a sense of pride, a desire for leadership, a sense of responsibility, a humanitarian quality. These natural instincts make all of us receptive, when we realize the value of accident prevention. It has been definitely determined

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GEN. PRES. WHARTON

## Intensive Safety Effort in '62

By DALE MARR

Local 3 Safety Engineer

A report on the activities of Operating Engineers Local 3 in the field of on-the-job safety during 1962 naturally divides itself into two parts—what we have tried to do, and what we have learned in the course of these efforts.

During 1962, Local 3 devoted more time and effort to safety education and safety policing than ever before in its history.

In the various districts of

Northern California, Northern Nevada and Utah, 56 special safety meetings were held, with approximately 4,000 of our members attending.

We held 43 safety meetings for groups of employees of various contractors, some on the job sites and some at dinners.

### SAFETY BANQUETS

We also co-sponsored with our employers in the areas three major safety banquets which drew more than 3,400 persons. These safety banquets were held at

Eureka in January, at Redding in April and at Sacramento in May.

Local 3 was an invited participant, and in some cases had a featured speaker, at six major safety conferences: the Governor's Industrial Safety Conference in San Francisco, last February; the President's Industrial Safety Conference in Washington, D. C., last March; the Northern California section of the National Safety Council in May; the Nevada Industrial Safety Conference in

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## San Francisco

# Park West Project Is Labor Sponsored

By JERRY DOWD, GEORGE BAKER and BOB SKIDGEL

Organized labor is involved not only in the construction of one of the more interesting housing developments around San Francisco but is also, along with employers in the industry, the promoter of the project.

The project in question is the \$5,400,000 Park West low-cost housing development now nearly completed in the Western Addition redevelopment area, financed by the Intl. Longshoremen & Warehousemen's Union and Pacific Maritime Assn. pension funds.

Designed and built for moderate income families, the apartment complex of 300 units will have a model apartment ready by the end of this month and is scheduled for occupancy by March 1. It covers a three-block area just five minutes from downtown San Francisco.

Apartments will have an average down payment of \$500, with monthly payments ranging from \$85 to \$145 covering all landscaping, utilities, garbage collection and maintenance. There will be no discrimination because of race, creed or color.

Other jobs in San Francisco have been going along well in the recent good weather. Harney's freeway jobs are making progress, with the equipment all manned. The Peter Kiewitt Sons freeway from Alemany south is going along on shovel work, but it will be a month or so before the rubber-tired equipment is rolling.

A new Lebbaurra tower crane is being installed for the start of the big Laguna Towers apart-

ment structure at Sacramento & Laguna Sts. Westmorland Construction is building this one, which should be a good job for us for quite some time.

P. & Z. Co., on sub from Kiewitt, is digging footings for the new Hartford Building, which will be one of our bigger office buildings.

All-State Construction is doing site work preparatory to another group of homes at the Diamond Heights redevelopment area, and footings are being dug for a new church at 19th & Junipero Serra which should provide a fair amount of work.

The Perini Golden Gateway project is going well, with a few changes in personnel and a few troubles. One was when a rig turned over when one track caught in soft mud, but thanks to cool-headed operation by "Skip" Paulsen, no one was hurt.

Ben Franklin, with Readymix Concrete for 18 years, broke his leg. He's back from the hospital, and we hear he's doing fine. Frank Suega, in the hospital since an auto accident Christmas before last, is now able to move his arms and legs, which had been paralyzed, and is on the road to recovery. He's at Ft. Miley Hospital now and would welcome visitors.

Claude ("Pop") Scantlin is lucky to be with us after his roller went over a bank, but we hear he's in good enough shape now to be getting a little crabby.

## Prepaid Medical Plans

WASHINGTON — Increasing support for the movement to get more adequate medical care "at costs that make sense to the average family" was predicted for 1963 by Dr. Frederick D. Mott, president of the Group Health Association of America.

The "unique advantages of prepaid group practice," he claimed, are reflected in "growing recognition" that such programs are "economically and professionally desirable" to both doctor and patient.

## Voting on 2 Important Committees

By PAUL EDGEcombe  
President

Important elections during the first portion of 1963 will be conducted. The Grievance Committee, consisting of three Delegates, in each of the 12 Districts, will be elected at the regular District Meetings conducted in January, February and March.

The Election Committee, consisting of 12 members, one from each District, will be elected at the regular District Meetings conducted in February, March and April.

Please take note of the election notices on Page 13 of this issue of the Engineers News which gives you a complete outline of the requirements and qualifications needed to be nominated and elected to these Committees.

The election will be conducted throughout the entire jurisdiction of Local No. 3 which will afford each member of Local Union No. 3 the opportunity of expressing his democratic right to select Brothers of their choice to perform the duties and responsibilities of the positions.

As your President I urge each and every member to participate and exercise your right to vote.

## Survey Notes Story Hasn't Changed in 16 Years

By ART PENNEBAKER  
and HOWARD WYNN

During the last year we have been working around the edges of the heavily organized area, and have begun to add to the number of firms signed to agreements. The attitudes of both employees and employer are about the same as were found in the Bay Area 16 years ago. The employees are underpaid, have few or no conditions and are terrorized by the boss.

The employer is fighting and scratching to retain the absolute power over his workmen; and he is still making the same old statements: "You are professionals (sitting tall and enunciated with much pomp) and should never use that dirty word 'Union' (rasping voice)."

"We can give you steady work so you don't need union wages (civil service approach). I am your employer and (friendly pat on the head) I will care for you in your time of need (smiles)."

"If you go union, I will scowl at you every morning when you come to work (lower corners of mouth slightly). If you go union, I will lock up the place and there will be no jobs (said in stern, meaningful tone)."

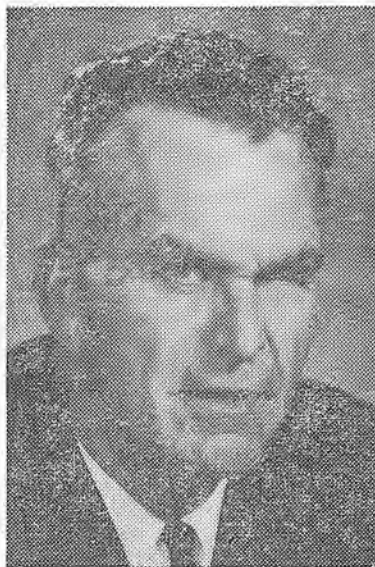
It sounds a little unreal, but this is the garbage handed out.

You, however, by backing your union over the years, are now making it possible for the more timid and uninformed Technical Engineers to look forward to enjoying a few of the fruits of their labor. More and more these men are seeing that union representation can mean an orderly, logical progress to a better standard of living.

With the generous help of Warren LeMoine and Ray Cooper, representatives in District 4, we have been able to add Ilmars Lagzdens, Civil Engineer, to our growing list of fair firms. This is our first Technical Engineer agreement in the Eureka area.

In the future Brother Wynn will be using the Sacramento office as a central contact point. This should give a little better

## Local 3 Profiles



EARL HORN

Earl Horn, District Member of the Local 3 Executive Board for Eureka District 4, is a Texas and Arkansas farm boy who ended up a long way from home.

He was born on a Texas farm in 1914 and moved with his family to northwestern Arkansas when very young. He came to California in 1932 and began working in the heavy equipment maintenance field in 1935—the line of work he still follows.

He worked on the All-American Canal job 1936-37 and then for various equipment dealers throughout California, with brief time out for a spell with Uncle Sam in the Army in 1943, until he moved to Oregon in 1949 where he worked on such jobs as the Derena Dam and McNary Dam.

It was in Oregon that he first joined the Operating Engineers. Previously he had carried a Machinists card. On return to California in 1951 he transferred into Local 3, working on the Pine Flat Dam and then coming to Eureka, where he has been with Mercer-Fraser Co. since 1954.

He was elected to the Local Grievance Committee in 1958 and to the Executive Board in 1960.

service to our members and our organizing efforts in the San Joaquin and Sacramento valleys and the mountains to the east.

You should use the following phone numbers to contact your representatives:

Howard Wynn .....HI 7-7909  
Art Pennebaker .....HE 1-1568



AL CLEM

The personal history of Al Clem, business manager of Operating Engineers Local 3, overlaps his history in the union, until the two are practically identical.

To be more exact, he has been a member of Local 3 and its predecessor Local 59 for more than 28 years and has served the union for 21 years in positions of increasing responsibility.

Born in Denver, Colo., Nov. 17, 1904, Clem migrated to California in 1922. His first union membership was in the Pile Drivers. He joined Hoisting & Portable Local 59 of the Operating Engineers on May 28, 1934. He has worked on clamshells, shovels, cranes, hoists and piledrivers and is familiar with steam, gas and diesel equipment.

Shortly after Local 3 was formed by merger in 1941 he was elected to the Executive Board, on which he has served ever since, and became a business representative working out of the Oakland office, which at that time also covered the Stockton area.

For 15 years he was senior business representative in charge of the Oakland office, one of the busiest, with the largest number of contracts and members to serve and with the largest staff.

He was appointed Local 3 Financial Secretary in January, 1958, became Assistant Manager in August, 1959, and was elected Business Manager in November, 1960, in the first election after the release of Local 3 from International supervision.

Brother Clem, in addition to his activities in Local 3, has received wider recognition in organized labor and in the community. He is a former vice president of the State Building Trades Council and holds the unusual distinction of having been president of two local building trades councils at the same time—the Contra Costa Bldg. Trades Council, 1945-52, and the Alameda County Bldg. Trades Council, 1947-50.

Currently, he is co-chairman of the Mineral Extraction section of the Governor's Safety Conference.

Before his duties shifted to the Local 3 main office in San Francisco, Brother Clem lived for 25 years in Oakland. He and his wife now reside in Millbrae. He has one grown son, who is also a member of Local 3.

## Intensive Safety Effort In '62

Continued from Page 1—  
May, and the Utah section of the National Safety Council in October.

**226 INVESTIGATIONS**  
We participated in 33 meetings involving State Safety Orders in the three states and nine pre-job conferences to discuss safety provisions on the jobs before they started.

Your safety representative attended 21 district membership meetings and conducted 226 personal investigations of accidents or of potentially dangerous situations at the request of our members or business agents.

During the past year, what has impressed us most is the following:

While the big accidents which cause deaths or serious injury make the headlines and get all

the attention, as we get better reporting of accidents we see that there is literally a multitude of lesser accidents that no one seems to worry about too much.

**PICK OUR POCKETS**  
Yet it's these "minor" mishaps that cause one to four days' lost time that are really picking the pockets of our members, because there is no payment under Workmen's Compensation for this lost time.

We hope to make our members more aware of these lesser incidents which are not great tragedies by themselves, but which in the aggregate involve a tremendous amount of money and constitute a very serious economic loss to our membership.

There is, moreover, this ever-present consideration in the background: many of these "minor"

accidents were near-misses that could easily have been fatalities or crippling injuries. In this sense, there really is no such thing as a "minor" accident. The only way to be sure of avoiding a tragic, major accident is to avoid any accident at all.

**STRESS PREVENTION**  
And finally, in the 226 personal investigations that were made, we were able to correct most of the major problems in these situations, and no doubt that had the effect of preventing possible accidents.

We know, and hope to get across to more and more of our people, that if more of these situations were called to your union's attention before accidents happened, much of the accident toll could be cut down.



## Oakland Area

# Shops, Tunnels and Plants Keep Working

By DON KINCHLOE, L. L. ("Tiny") LAUX, NORRIS CASEY, FRAN WALKER, and JAMES ("Red") IVY

The rains have started, and the dirt jobs have slowed down, but the shops in the Oakland area are going good.

We have recently signed California Tractor to the Equipment Dealers contract. We hear they are going to build a new shop near Dublin. They are now located on Park Blvd. in Emeryville.

Stolte Inc., M & K and Lowe & Watson are moving along on the MacArthur freeway. Miles Sierra has gone south for the winter but will be back when the rain is over. Gordon Ball was low bidder on the next section of the same freeway, let for \$10,800,000. Gordon Ball is setting up offices on this job and have started with a cat and a blade. We will know in the near future how many Engineers will be needed on this job.

Guy F. Atkinson is working on the section of freeway adjacent to Gordon Ball's job and now have 10 to 12 Engineers on the job, most of whom have come in from other Guy F. Atkinson projects.

Noxen Co. have started the \$2,000,000 Capehart housing job at Alameda Naval Air Station. Most of this work is subbed out, with from 12 to 14 subcontractors working on this project.

### TUBE JOB

Pomeroy, Bates, Rogers and Gerwick should be selling the tube job from Oakland to Alameda some time in January. As soon as this tube is open the old one will be closed for a face lifting job.

Connolly, Grafe, Brayer, and Harney are still going strong in the Caldecott Tunnel. They are now in some 900 to 1,000 feet, with side drifts coming in from the opposite end. This job is working three shifts and will go rain or shine. Fredrickson & Watson have been going full blast on the freeway from the tunnel to Orinda and expect to go two shifts soon.

All in all, as quickly as the weather permits, we should need all types of Engineers on these projects.

### NEW ROAD

Piombo Construction Co. of San Carlos has the first section of the new Bear Creek Road in Contra Costa county. This will be a complete new road, due to the building of Briones dam in Orinda. The water behind this dam will completely cover the old Bear Creek Road. This first section is 2.7 miles in length at a cost of \$983,000.

H. F. Lauritzen of Antioch has the piledriving for several bridges over the creek in this area. Lee J. Immel of Richmond will do the paving. This job will go for about one year and furnish work for some 20 of our brothers. L. G. McLaren is the project supervisor, with Bro. "Angie" Angelo as the grade foreman over 5 DW-20s, 5 D-8 cats, 1 loader, 1 blade and 1 crane, plus a couple of mechanics and a grease truck man.

### PLANT EXPANSIONS

Dirt work has slowed in upper Contra Costa county, but the numerous plant expansion projects continue to employ a good number of brothers in the hoisting department.

In addition to the Bechtel job,

the Ralph M. Parsons Co. has a small job going in the Monsanto Chemical Plant at Avon.

The E. J. DuPont Co. is constructing a new multi-million dollar titanium dioxide pigments plant at Antioch. This plant is scheduled for completion in April 1963.

Walsh Construction and C. C. Moore have approximately 25 Engineers employed at this time on the Antioch steam plant.

Swinerton & Walberg and the J. M. Foster Co. have moved into the Columbia Steel mill at Pittsburg to set the machinery. This is a part of the job that the Eichleay Corp. and American Bridge have been working on all summer. This has been a very good job for the Engineers, keeping from 50 to 80 brothers busy since June, with a lot of overtime.

Earhart & Associates have a remodeling job in the General Chemical Plant at Nichols, and there are several other small jobs in the refineries that will keep some of the brothers busy through the winter.

### SAW EXPLOSION

It's not too often that we have someone right on the spot when there is a spectacular accident, but one such case was the explosion at the Metals Disintegrating plant in Berkeley, where Brother Laux was driving right up to the gates when the blasts let go, at about 6:50 a.m. He provided this eyewitness description:

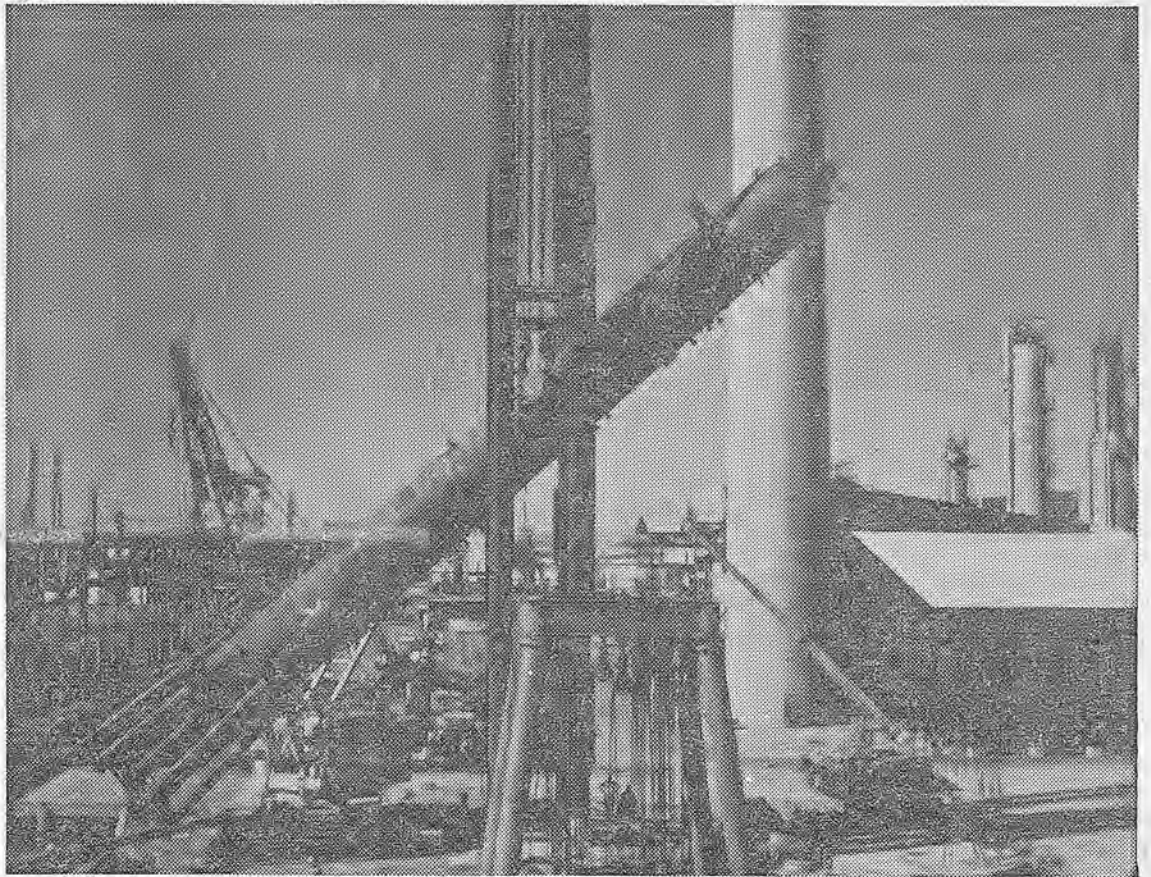
I was nearing the plant when there was a terrific explosion, and I saw debris going several hundred feet in the air. Then there was a second explosion. These explosions really rocked the car. My first thought was of how many of our brothers were hurt or killed.

Upon checking, there was only one brother, Frank Smith, who was slightly hurt. At this time no one knows what caused the explosions. In a matter of minutes there were fire trucks and police cars from Berkeley and Albany at the scene, but due to the type of material being made for use in aluminum paint, no water could be used to put out the fire, as that would only have caused a bigger explosion. So we stood by and watched it burn itself out.

After things quieted down Brother Smith told us that he had just finished checking the plant out and closed it up, and everything was in order. Suddenly, he found himself flat on his back with a hundred-pound piece of plate steel on him that had hit him in the stomach and knocked him down.

It was quite comical to hear him tell of how he threw that hundred-pound piece of steel off when the second blast occurred. He left the impression that he threw it off faster and farther than the explosion had thrown it

# Making Record Lift



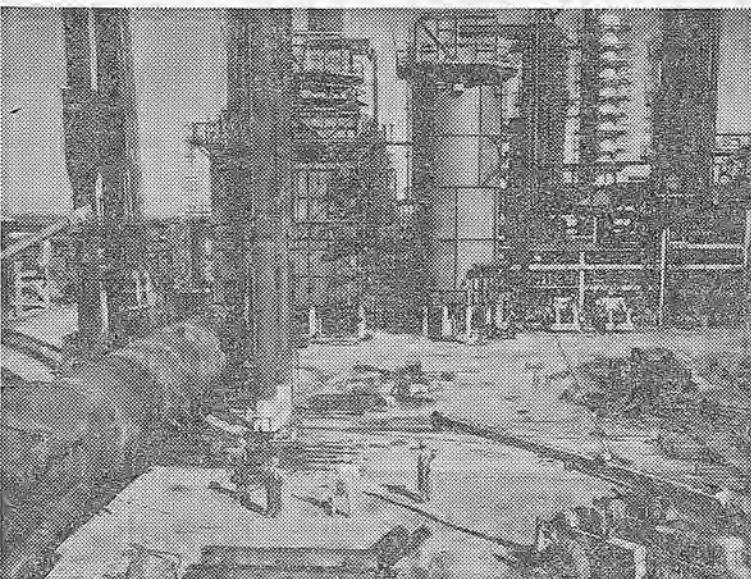
GOING UP! Giant vessel 100 feet long, weighing 420 tons, starts on its way up.

A giant reactor 100 feet long and weighing 420 tons, believed to be the heaviest construction lift made on the West Coast, was hoisted into position in one hour and five minutes by Operating Engineers working for the Bechtel Corp. on the new Isocracking plant at the Tidewater Oil Co.'s Avon refinery in upper Contra Costa county.

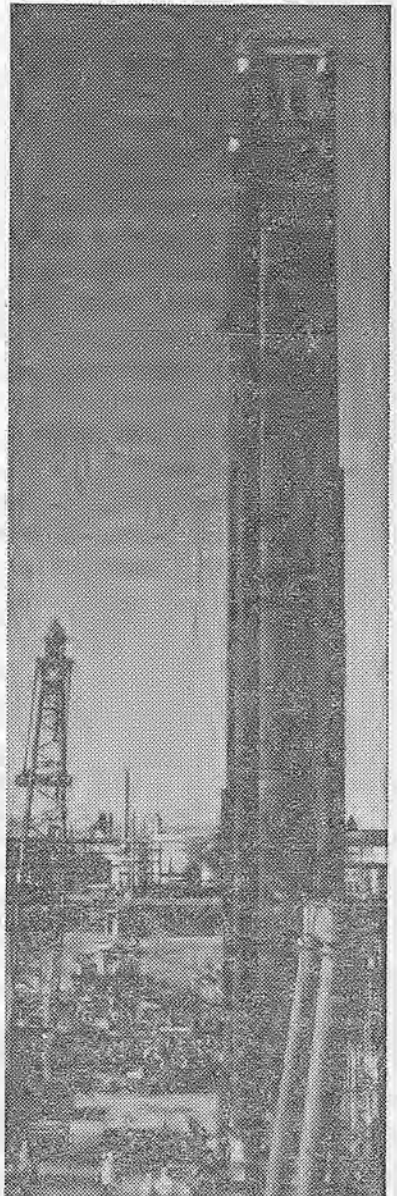
The huge vessel was raised into position by two sets of specially designed tandem gin poles and two double-drum Skagit hoists assisted by a 125 ton Manitowoc crane. The hoists were operated by Bros. R. M. ("Bud") Rich and Charlie Russell. The crane was operated by Bro. Cliff Wilkins with Bros. Frank Cabral and Bryant Morgan oiling. Bro. Tom Perkins is Engineers foreman on the job.

Six of these huge vessels will be erected to complete the job, for a total weight of 2,500 tons.

Other brothers employed on this job are Dwaine Ather-ton, mechanic; Troy Manzer, tugger hoist; George Broce, Austin Western operator; Jim Bankhead, Austin Western operator; Frank Stimac, Austin Western operator, and R. W. Smith, oiler.



SPOTTED FOR THE LIFT: A special track was laid within the plant to bring reactor to its exact location on heavy duty flat-cars.



IN PLACE: Reactor is shown framed by gin poles used to hoist it.

## Easy Way to Renew Your Registration

California voters who failed to cast ballots in the Nov. 6 general election are legally doomed to be "purged from the rolls" during the next few weeks and there is nothing they can do to stop it.

But thanks to an amendment to the State Election Code passed by the 1959 legislature, many of these voters can—if they haven't

at him. He got up then and calmly walked out of the smoke and fire, to the relief of all the people on the scene.

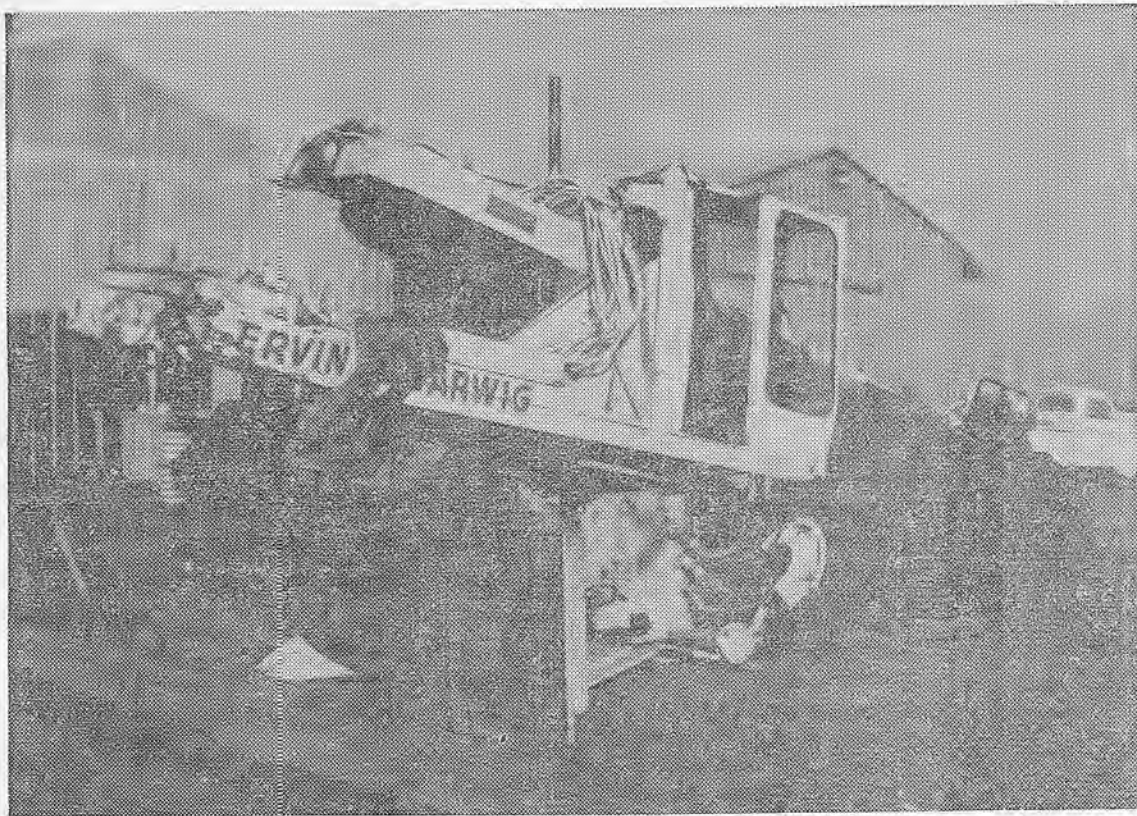
moved since they last registered—restore their names to their county clerk's list of qualified voters quite simply. All they need to do is to remember to fill out and return within 30 days the reply half of a double postcard that they are scheduled to receive from their county clerks in the near future.

In a letter mailed to all affiliated organizations, Thos. L. Pitts, secretary-treasurer of the California Labor Council on Political Education, AFL-CIO,

pointed out that "this is the easy way to keep up our voting strength so I urge all local councils and individual union members to pass the word and remind their fellow workers and friends to be sure to fill out and return these cards to their county clerks."

Voters who have moved since they last registered will not be able to use these cards to re-register. They will have to register in person either at their county clerk's office or through a duly appointed deputy registrar.





**DISASTROUS CROSS-COUNTRY RUN:** This is all that remains of a Gradall belonging to Ervin Varwig after it left Millbrae Ave., in Millbrae, for a short cross-country run and rolled down into a canyon. The accident is being checked out to determine whether oiler Jim Vega missed a gear, lost his air or both. Fortunately, he was able to jump before the rig left the road and suffered only minor injuries.

## San Mateo

# Small Work Fair Despite Weather

By BILL RANEY and  
DAN MATTESON

The San Mateo out-of-work list is rising steadily as it always does this season of the year. Fortunately, however, most Engineers are either working or have jobs to go to, weather and mud permitting.

O. C. Jones Co. has nabbed two nice paving projects at the new college of San Mateo. One for \$152,000 and another for \$334,000. Gravelle & McConnell, Inc. got a \$268,000 site preparation job at the same general site. A & J Shooter will do the landscaping to the tune of over \$¼ million.

### AIRPORT

Probably the largest project due to start in the very near future is the proposed \$10 million garage at San Francisco Airport. This will no doubt be the biggest and most expensive garage in San Mateo county—or in any other county for that matter. Completion date is set for June 1965. During this 2½ year period, the present insufficient parking lot will be reduced by one-third to make room for the construction. The new garage will eventually increase the parking spaces by 2750 to 5300. It is reported to be 35 percent larger than any other in the United States.

### BREWER ISLAND

One recent Saturday morning, the Associated Dredge Co. Sucker got tired and decided to rest on the bottom of the Bay. This "sit down" by the Sucker caused a brief cessation of dredging activities at this important terminal of fill operations at Foster City.

Estero Municipal Improvement District, owners of most of the existing dredge equipment, has since hired the Associated Dredging Co. crews, had a pre-job conference with your union and signed the independent dredge agreement. At this writing the sand is not moving yet,

but most of the brothers are working. It is rumored that another dredge will replace Associated's Sucker.

The District plans to operate things themselves until a new contract is negotiated with some other dredging company. This operation, so vital to this enormous \$½ billion dollar job, has been plagued by innumerable serious problems since it started nearly a year ago. All the brothers on this spread have gained considerable experience and knowledge. It is hoped that most of the bugs have been conquered and that the sand will really flow from now on.

### LINEAR ACCELERATOR

The big "M" Linear Accelerator is progressing slowly in order to have at least some of the buildings up before the big dirt flies. Stanford University's schedule shows 1,000 ft. of the two-mile accelerator tube being laid by July, 1963. If this schedule is followed, a lot of heavy dirt will have to be moved quite soon.

Ervin Varwig Co. just finished moving about 200,000 cu. yds. of dirt as a test, and is reported to be a serious contender for the big ditch contract.

Your San Mateo staff and all your officers wish all the brothers and their families a prosperous and happy new year.

## Anti-Scab Laws

WASHINGTON — The President's Committee of the Allied Printing & Related Trades has announced it will intensify its campaign for anti-strike-breaking laws as soon as state legislatures convene early in 1963.

Seven states and 17 municipalities have adopted laws restricting the use of professional strike-breakers since the committee began its drive in 1959. Preparations to get similar legislation on the books in 1963 is under way in at least 18 other states, the committee's legislative subcommittee said.

# Volunteer Safety Committee Plan

Continued from Page 1—

the members will be given information about the safety codes, about various kinds of safety equipment and their uses, about where the accidents seem to be happening and the various things to look out for in order to prevent accidents.

4. The Safety Education Committee members will make regular reports on safety conditions on their jobs, and it is expected that they will make useful contributions in the "tailgate" safety meetings on the jobs.

The California State Division of Industrial Safety is working closely with us in developing this

program, and we will draw on its facilities and personnel in the safety education effort among our own committeemen, first, which is the start toward better reporting of accidents and hazards and an increased awareness of safety among our members.

With the right kind of cooperation and participation among the Safety Education Committeemen, the Job Stewards and the membership there will be a reward for all of us—intangible, perhaps, but of incalculable value—in families kept whole and sound bodies and limbs that might otherwise have been sacrificed to needless, preventable accidents.

# Memo from the Manager's Desk

By AL CLEM

THIS IS THE START of a new year and the appropriate time for reviewing activities of your Officers and Executive Board members during the year just concluded.

It was an eventful year, and on the whole a very good one for our union and for the members of Local 3—except for one thing we deeply regretted but could do nothing to help, the fact that many of our people lost some time during the work stoppage in the early part of the year.

Among the highlights of the year were the negotiation of a number of key agreements—with the Associated General Contractors for Northern California and Northern Nevada, and with the Pile Driving, the Steel Erection and the Dredging industries.

In most of these agreements, after many hours at the bargaining table, we were able to secure substantial gains for the membership working under these contracts.

Certainly one of the outstanding achievements of the year, if not in Local 3's history, was the raising of our monthly pension maximum to \$100—effective this January 1, but made possible in collective bargaining in 1962—and the start of hospital and surgical benefits for our retired members and their wives.

We have seen the Apprenticeship Program advance through various stages to the point where it is now beginning to take shape, and is a credit to the membership of Local 3.

\* \* \*

DURING THE YEAR, the various offices of Local 3 issued a total of 29,913 work referrals. When you take into consideration the amount of time consumed in telephoning, writing up the dispatch slips and keeping the necessary records on them, you can see that this was an operation of no small size. Thus, by the end of the year, we had 12 male dispatchers in our various offices.

Excluding these dispatchers, your union had on its payroll as of January 1, 60 officers, business agents and other non-clerical personnel such as the accountant, labor relations consultant and public relations representative.

But it's not just the number of representatives that counts—the main thing is the amount of service they give the membership. We had a breakdown made of the number of miles traveled by the automobiles used by the union to service the members and find that a total of 1,815,169 miles was covered. This meant more miles of our territory covered in 1962 and more of our people seen.

\* \* \*

OTHER ITEMS in this once-over-lightly of the year 1962: Your Executive Board approved the sale of the property owned by Local 3 in Redding to the California Highway Department because it was required for the freeway there. This necessitated purchase of another piece of property in Redding, and we are going ahead with plans to construct a new Local 3 office building there so that we can continue to service our members in that area.

The Hawaii office was moved into larger quarters with greatly improved parking facilities for the members, and two additional business agents were assigned to police our jurisdiction and carry out the union's program of new organizing in the Islands.

A mobile office was set up in Moab, Utah, and one of our representatives assigned there.

\* \* \*

WE EXPANDED coverage by our mobile radio units, with our radio intercommunication between the area offices and our agents in the field broadened to include the Marysville, Sacramento and Fresno areas. This is an important improvement in efficiency, permitting us to be in immediate contact with our representatives at any time, no matter how far out in the boondocks they may be.

An important milestone in the State of Utah was the vote by the brothers there to participate in a Pension Plan.

\* \* \*

AS YOU CAN SEE from the other reports in this edition of ENGINEERS NEWS, which features our Safety program, there was consistent attention to the problems of safety on the job during 1962, with the result that Local 3 has won notice and praise in many places for its activities in the interest of our members' safety. We intend to intensify our activities in this field in the coming year.

Still looking into the future, it can be said that as more and more important construction projects are announced and let out to bid, and as the general business indicators point to a good year in home building and other construction, everybody seems to be optimistic that there will be a tremendous amount of work for our members in 1963.



## ● Santa Rosa—Ukiah

# Grader Is COPE Congress Choice

By RUSS SWANSON and  
LOU BARNES

For those of you who live in the 1st Congressional District there is a special election called for on January 22, 1963.

As most of you know, our former Congressman "Clem" Miller was killed in a plane crash. It was too late to remove his name from the ballot, so consequently, in the recently concluded election, we all worked very hard for him and even though he had died, the majority of the votes were cast for him.

This necessitated action by Governor Brown to call a special election.

The 1st Congressional District Committee on Political Education (COPE) met with the candidates and after careful consideration of the viewpoints of the candidates on varied questions, it was the opinion of COPE, which is the political arm of labor, that William Grader would best serve the working population in the tradition of Clem Miller.

It is our opinion also, after having been in contact with Bill Grader and discussing problems directly concerning the Operating Engineers, that he will serve us best. Therefore we urge all of you to work hard to see that he is our next Congressman and by all means "BE SURE TO VOTE."

Bill Grader was field representative for Clem Miller and in that capacity has worked with organized labor. He has pledged himself to carry out the programs of the late Clem Miller, with which he is very familiar. This pledge alone practically sews it up for us, because we are familiar with the good deeds which Clem Miller has initiated for us.

Mr. Miller's widow, Katherine, has stated that Mr. Grader will be "an effective representative of our district and a valued member of the California Congressional Delegation." Also urging the election of Mr. Grader are President Kennedy and Governor Brown.

"BE SURE TO VOTE."

With the coming of recent rains, work in the Santa Rosa and Ukiah areas has slowed almost to a standstill.

Peter Kiewit & Sons are still working on the freeway job with a few Brothers still on the payroll, but they have indicated they will close the job down for the winter with the coming of the next rain.

M.G.M. Construction Co. are still going on the Sonoma to Santa Rosa pipeline job. They have ten brothers working and have lost very little time to date. The job is about 98 per cent complete.

Argonaut Construction moved their equipment into the yard for the winter and hope to keep two mechanics busy on repairs in the shop.

Arthur B. Siri Co. is working on various small projects in and around Santa Rosa and Lake Berryessa and also have a crusher set up at Bodega in anticipation of site and road preparation for the P.G. & E. atomic plant.

ation for the P.G. & E. atomic plant.

**FUTURE:** As indicated in previous writings, the coming year looks promising. Soil Conservation people tell us their tentative plans are to spend another two to three million dollars on several flood control projects. The Sonoma County Board of Supervisors have now taken a definite stand on Drycreek Dam and are pushing for an earliest start date on preliminary work.

**SAFETY:** Brother Frank Van Lear recently lost an arm working for Argonaut Construction Co., and paying a visit to him the very next evening at the Hospital, the first thing he said was: "Well, I finally made the front page of the Press Democrat (our local newspaper)." Here we were with long faces, trying to find words to express our sympathy and Brother Frank was making with the jokes. Brother, this takes real courage.

A week later he was in the office talking about his new arm and getting back to work for Argonaut Construction Co. who have stated they will keep him



**OUR MAN GRADER:** William Grader (center) is the choice of the California Labor Federation's Committee on Political Education (COPE) for the 1st District seat in Congress in a special election this month to succeed the late Congressman Clem Miller, who was elected posthumously. Grader is shown here at a meeting in Santa Rosa with Local 3 people who quizzed him at length and liked his answers. Others in this picture are, from the left, L. S. Kitzmiller, Howard Seacord and Les Crane, District Grievance Committeemen, and, from the right, Russ Swanson, business representative, Garth Patterson, Executive Board member, and Lou Barnes, business representative.

busy whenever he was ready to go to work. You think you have troubles—and then you wonder. The day of the accident, Brother Frank was worried about his car and it was suggested that he leave it at Argonaut's yard. In doing so, the car was stolen and all of his tools. We presume

Argonaut's insurance will take care of this.

Brothers, let this be a grim reminder for the coming New Year to be forever mindful of working conditions on your respective jobs and if you see something that isn't safe, please give us a call and we will look into it.

We of the Santa Rosa Office would like to wish each and every one "A Happy and Prosperous New Year."

Our thanks to Brother Roy Fowler for his donation to the blood bank.

THINK SAFETY — LIVE SAFETY.

## SACRAMENTO SLOWS TO A WALK

By ERNIE NELSON, ED  
HEARNE, BILL METTZ, AL  
DALTON and CLEM HOOVER

Work in the Sacramento area has slowed to a walk. There is some underground work still going on and some building but that is about all. Work will get started on the WX bridge in about six weeks. This will not put many of the brothers to work at the present time, but it's a start for this year.

We are still short on blood. We have put out 36 pints this month, so if any of you Brothers can give blood—now is a good time. Brother Danny Furrer had an open heart operation which took 26 pints.

We, in the Sacramento office, want to thank all the Brothers for their nice Christmas cards. We would also like to have this year a much safer one.

Work in the Pollock Pines area has slowed, due to some large jobs being completed. J. A. Jones is still working on the Loon Lake job, trying to get caught up before the heavy snow comes. Both power plants are still working full crews. M & K is working seven days a week and making good progress.

### SOME WINTER WORK

Walsh Const. Co. was low bidder on the Chili Bar dam. They have the clearing and leveling space for the office ready. Joe Vicini has moved some of his cats on this job, as he will do some of the road work.

Del Cable and some of the small contractors are working in the El Dorado hills and will be busy most of the winter on roads and housing.

Work in the Tahoe Lake area is almost at a standstill but there will be some activity in the south end next spring.

Frederickson & Watson are still working on their freeway job west of Placerville and have their

hot plant up at Caloma and their crusher and washer at Placerville.

Beasley Pipeline Co. plan on working a small crew most of the winter.

Schutt Const. Co. is shut down for the winter except for a little repairing on their equipment.

Ets-Hokin & Galvan are still setting penstock at the junction power house, and Deerborn is still working on their penstock at the Camino power house.

### NEW SHOP

Briggs-Conley-Dennis are going two shifts at Cisco Grove. The new shop is completed so the mechanics can do the major overhaul out of the weather. If the weather permits, this job will be ahead of schedule before the seasonal shutdown.

Frederickson & Watson at Cisco keep their small spread going in and about the structure and on drainage work.

Guy F. Atkinson at Emigrant Gap has buttoned up for the winter. They had planned to go all winter on the Yuba Gap cut or the uphill lane, but the State felt that due to an excess of moisture it wouldn't be advisable.

Around the Auburn area Joe Chevreux keeps his crew busy in the shop and batch plants and the crusher on the Bear River. Bob Sutherland has eight brother engineers getting in fair time on small jobs. Simpson & Simpson is also going when weather permits. G. S. Herrington is going in the shop getting his equipment in shape for next season. Hhe job at Lincoln is finished, and most of the crew are on their way to the Monterey job.

Granite Const. Co. at Sunset City is the mainstay, with a finishing and paving crew going. The underground is all but completed except for some tie-ins and clean up work.

A. Teichert manages to keep

Sunrise Ave. open in Citrus Heights while laying 6-inch sewer pipe for the Sanitation Dept. of that area.

Baldwin Const. Co. has the gradall & small hyd. hoe working for the telephone company at Mississippi Bar near Folsom.

### SAFETY MEETING

There was a safety meeting Dec. 6 in Auburn for the benefit of all Operating Engineers. Those who attended were offered the opportunity to air unsafe conditions existing in the area. We feel as future meetings are held the brothers will become more safety minded.

"Safety first instead of last."

Case-Hood Const. Co. has shut down on the shop and laid off the whole crew due to lack of jobs. They have been bidding on every job that has come up lately but they have come in second on every one. Better luck next time.

A. M. Van Valkenburgh has a crew on a water main for the city of Sacramento and has the job about one-third completed. It should last another two months at least, and provide some employment this winter.

P.C.A. at Fair Oaks has the plant on two shifts trying to keep up with the demand for material. They were on three shifts for a long time, until recently.

Harms Bros. at Douglas Aircraft is making good progress in spite of obstacles. The valley fog having kept them from surveying the job and putting in stakes to guide the rigs. They also had some rain. This job has to be finished by the end of January.

### TEST STAND

Ben C. Gerwick has moved a pile driving rig in and are driving piling for the test stand at Douglas. These test stands are subject to quite a strain during static firing tests so there are a lot of pilings to put in and they have to do down deep. We have

not had the opportunity to meet with the company at this time to get the full particulars on the job but will report on it soon.

Things are slowing down again in Aerojet. Chicago Bridge & Iron has finished most of the spherical tanks they were erecting, but they just started another one and will have at least one crew working through January. Pacific Milstallation Inc. has two Engineers working for them but seems to be slowing down. One thing about Aerojet-General, we never know when they will let out a few million dollars worth of work.

Most of the contractors in the area have just about finished their dirt work for the winter. A. Teichert & Son are doing the excavation work for the new Crocker-Anglo bank building at 5th & Capitol Ave. Dinwiddie Const. Co. has the contract for the foundation work on this building. It covers the entire block bounded by 4th, 5th, N St. & Capitol Ave. This company also has the Macy's department store at 5th & L Sts.

### DOWNTOWN JOBS

Continental-Heller are making good progress on their three projects in the downtown area. R. C. Mahon Co. have started erecting steel on the Wells-Fargo bank building at 5th & Capitol. Some of the work coming up for the Redevelopment Agency in the west end of town includes a nine-story building on the block bounded by 7th, 8th, N & O Sts., another unit of the Tower Apartments and the Courthouse building on H St.

Recent blood donors in the Sacramento area include: Charles T. Beel, Robert E. Baer, Mrs. Viola V. Berg, Alvan P. Bobo, Arnold J. Boehm, Ted W. Cox, Mrs. Norma Gault, Mrs. Juanita Hoover, Harold Hughes, Eloise Hughes and Mrs. Avis Whistler.



## Young Ed Aims for Olympics

There is an earnest young man who hopes to garner a gold medal for the United States in the next world Olympic Games and who may, in the process, shed some reflected glory on Operating Engineers Local No. 3.

For Ed Burke, Jr., the young man in question, is a member of Local 3, working at the craft in the summers, between terms at San Jose State College, and the son of Ed Burke, Sr., a veteran member of Local 3 employed as a foreman for Brown-Ely Co. in Marin county.

Young Ed was a track star at Napa High School, setting North Bay League records in shot put and discus throw, some of which are still unbroken.

He went to San Jose State on a football scholarship, competed in both football and track and set a new San Jose State freshman record in discus.

But during his sophomore year in college he spent all the time he could spare at the Santa Clara Youth Village, where U. S. athletes were training for the 1960 Olympic Games, and started picking up pointers on the hammer throw from an old eastern coach, Mike Ryan.

He learned enough, and quickly enough, to place 6th in the hammer throw at the Olympics qualifying trial meet in Berkeley, but failed to win a berth on the U. S. squad in the final trials at Stanford.

He came away, however, determined that the hammer throw was his event and that he would go all the way with it, with the 1964 Olympics as his goal.

Since then, young Burke has worked on the hammer throw specifically. He throws three days a week and lifts heavy

weights three days a week. The workouts continue rain or shine.

Meanwhile, Ed, Jr., has continued to set new records at San Jose State, probably the outstanding school for track competition in the U. S. This summer he placed in the top three in the National Collegiate Meet. He was ranked second in the nation among collegiate hammer throwers by Track & Field News and was named to the 1962 All-American Track and Field Team.

He is currently being considered for a position on the U. S. team going to the Pan-American Games and has passed preliminary screening by the U. S. Olympics Committee.

He is training intensely so that if selected he will represent the U. S. with honor and, hopefully, bring home a gold medal.

## Stockton Optimistic

By WALTER TALBOT, AL McNAMARA, GLENN DOBYNS and MIKE KRAYNICK

Fog, rain, freezing temperatures and snow at the higher elevations have been the conditions under which the Engineers who are still employed have been working this past month.

Although we were fog bound here in Stockton for nearly a month, the rainstorm which followed was what caused some of the jobs to discontinue operations until spring.

This, the first report of the New Year, gives us the opportunity to reflect on the activities of the past season and to speculate on what the coming year holds for the members of this union.

The past year afforded more jobs here in the Stockton-Modes-to district for the membership than any in the past several years. The Laborers' strike last May and the subsequent lockout by the employers, of course, had an adverse effect on the Engineers' income. However, many of the jobs that lost time worked overtime hours, so that a portion of the lost time was regained.

### CARRY OVER

Nearly all the projects that were responsible for the increased work load will carry over into the fall and winter of 1963. This, plus new work that is scheduled to be let before spring—frontage roads between Stockton and Lodi along Highway 99, 22 miles of Hetch-Hetchy pipeline, north sewer disposal plant, widening of Bear Creek, to name a few—plus contemplated work by the Army Corps of Engineers, Bureau of Public Roads, Forest Service, State and County, makes the picture for 1963 look very bright.

Jobs still in progress at this time are: Green-Winston, constructors of Camanche Dam, working from daylight to dark and apparently will continue on this basis, weather permitting, until the job is completed. As the daylight hours increase there is some speculation of the job going on a two-shift basis. However, this is not the case now, and up to this point all the overtime is being enjoyed by one shift except main-

tenance and repair. Other contractors and sub-contractors also working on this project are: Donald Drake Co.—forming and pouring concrete for the conduits; E. & D. Concrete—batch plant; Baldwin Contracting Co.—crushing rock; Boyles Bros. Drilling Co.—test drilling and grouting; Pacific States Steel—reinforcing steel; and Murray Bros. Const.—clearing.

### BACKFILLING

Morrison-Knudsen Co. have completed the pipe-laying phase of their job for East Bay Municipal Utility District and are now backfilling. Their Hetch-Hetchy pipeline job near Vernalis is now progressing on schedule after some delay due to lack of pipe.

Healy-C. K., F-M & Graver are still working on the three river crossings east of Stockton and will probably complete their work about May 1. This has been a particularly good job for the Engineers, with steady work and a lot of overtime.

A. Teichert & Son, Claude Wood Co. and S. M. McGaw have reduced their working forces due to the weather but all three companies continue to do small grading, paving and miscellaneous jobs throughout the district.

Utah Const. & Mining Co. have completed the construction of the new silica sand processing plant for Gladding-McBean (now called International Pipe & Ceramics) and have used several mechanics this past month assembling a 180-W Bucyrus Erie monaghan that will be used by I. P. C. to strip and load sand for the plant operation.

Matich Bros. and W. F. Maxwell are still working on their Modesto freeway job; however, five DW 20's were moved south for the winter.

### BOTH PORTALS

The Clancy M. O'Dell tunnel job at Cherry Valley is now working from both portals and this accounted for several Engineers being cleared this past month by the Modesto office.

Granite Const. Co., as predicted, is still working near Woodfords in Alpine county but will probably be shut down for the winter by the time this item reaches the printer.

Twin Buttes Const. and O. K.

## Good Year Ahead in North Bay

By T. J. STAPLETON and STAN GARBER

We look forward to a good year here in the North Bay area. There are numerous jobs in the making.

Syar & Harms, we are happy to report, will be in the county for a while. At last report, they were awarded the Highway 101 job running from Miller Creek to the intersection of Highway 37, just beyond Hamilton Field. At present they are keeping many of the brothers busy at their jobs in San Marin, Novato, behind the Highway 101 Drive-Inn Theatre and in Terra Linda.

ATTENTION: Members filing for unemployment claims—none of the members should be penalized for receiving pay in lieu of vacation while drawing their unemployment insurance benefits. For your information, the Department of Employment has ruled that our vacation plan is pay in lieu of vacation and accrues during the period of the claimants' employment. We have many inquiries concerning your vacation pay and hope the above clarifies it.

We wish to remind the brothers that the year buttons for 1963 are available—and the following brothers have bought their year cards: Joe Perry, Warren Blake, Silvester Cervantes, Sr., Silvester Cervantes, Jr., Joe Adams, Thos. J. Stapleton, O. A. Cooper, Henry Ghilotti, Gale Gibbs and Kenneth King. (Bros. Gibbs and King have their employer, Shamrock Materials, to thank for the nice Christmas gift of a year's dues.)

We have available in our office forms for requesting your vacation pay from your employer. Remember, you accumulate 15 cents for each hour worked.

Mittry & Son, whom we expected to work through the winter, are both shut down as of this writing due to muddy conditions but will probably resume operations if the weather should turn fair.

## Personal Notes

### Stockton

Several brother Engineers are recuperating at the hospital and at home from accidents—Noble Maynard, Harvey Widener, Carroll Airola, N. L. Howard, Les Bauguess and Albert McNamara. We wish them all quick and complete recovery. Our thanks to Mrs. Larry Smith, a recent contributor to the Engineers Blood Club.

\* \* \*

### Vallejo

Thanks to Mrs. Ray Culp for a blood donation. Mrs. Culp has a rare type of blood, so we are always glad when she joins us. Thanks also to Mr. Roy Glenisky for his donation.

\* \* \*

### San Mateo

Jim Guice is now out of the hospital again, and we hope recovering rapidly. Odis Patterson put in another session in Mills Hospital, but is now out again.

George McManus is in the San Mateo T.B. Sanatorium on Edgewood Road in Redwood City, and was to be joined there by Brother Tom Bland right after Christmas. Bob Hunt and Larry Johnson have shared Sequoia Hospital during December.

Rolf Svindal barely escaped death in a loader accident on the Westborough job while working for Justice Co. Rolf is, at this writing, still in Mt. Zion Hospital, San Francisco.

We were saddened recently to hear of the passing of Brother James W. Hawthorne and Brother Ed Devereaux. They will both be long remembered for their good work and loyalty to Local No. 3.

\* \* \*

### Eureka

Santa Claus blessed the Robert Tennant family with a 7 lbs. 14 oz. baby boy, born December 23rd.

\* \* \*

### San Rafael

Congratulations to Brother Bill Manka on getting another tax exemption—a boy on December 14th.

Best wishes to the following brothers confined in hospitals: Al Hansen in Hillcrest Hospital, Petaluma; Chas. Schram at Marin General for a short stay; Roy Scott at San Rafael General; John Fuller at Marin General Hospital for surgery.

We wish Brother Harry Cahill a happy retirement, as do all his fellow workers at Brown-Ely Co. Harry was employed as a roller operator for many years.

We wish to take this opportunity to thank the many brothers who sent Season's greetings, particularly Bro. Herman Zehnle, who has signed up for another two-year hitch with Liberia Mining Co. in West Africa. It's always nice to hear from him.

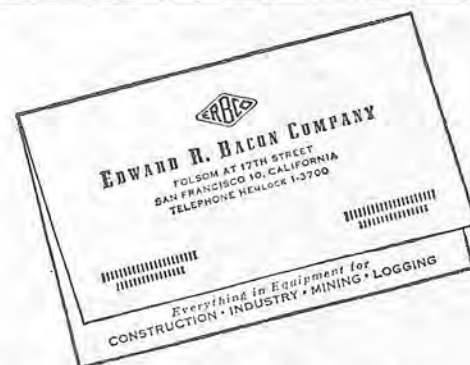
\* \* \*

### Oakland

Congratulations to Bro. Carl Stout and his wife on the birth of a 7 lb. baby girl.

One of the brothers in Pakistan, Ed Sylvain, writes from the Mangla Dam Project, Mangla, West Pakistan. He says that the shop there is so large, they drive their cars from one section to another.

Another brother, Eddie F. Cox, writes from Monrovia, Liberia, West Africa, that he is running a 120-B electric shovel in an iron mine. Claims the weather is fine, and his wife and baby like it there in the jungle. He says that there are several other Local 3 men on the job.



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# San Luis Dam Let for \$86 Million

## Dirt Work Still Five Or Six Months Away

By JOE MILLER, B. F. (Tiny) HELLING and GLEN MULLOWNEY

A joint venture of Morrison-Knudsen-Utah Construction-Brown & Root Construction submitted a low bid of approximately \$86 million to construct the main San Luis dam and forebay dam and pumping-generating plants.

The entire cost of this work, for machinery and all phases, will be about \$204 million. We expect that the job will be awarded some time in January or early February. At that time we will have a pre-job conference with the contractors and learn of the starting date of the project. We do not expect any real dirt work to start for at least 5 or 6 months.

We have had many inquiries as to the project and many men have drifted into this area expecting to go to work on the San Luis project. We again want to inform everyone, that there will not be a great amount of jobs at the start of the project and we do not expect much dirt work to get under way at the dam site until the middle of 1963. We will do our best to keep you informed each month of the latest developments.

### DEL WEBB CENTER

The new Del Webb Center at Tulare St. is beginning to take shape, and the first floor is now under construction. They have erected the Linden Tower Crane on the job and activity should increase quite a bit as they put this crane into operation. Brother Bob Leslie is the operator on the crane and is really pleased with the setup. Photos of this rig are shown with this article.

C. K. Moseman was low bidder on the Ventura Ave. overpass project, with a bid of about \$1½ million. Work will start right after the first of the year.

Westbrook and M&K are back to work on their Ventura Ave. freeway project and have started the dirt work and rubber tired spread rolling.

### NEW ROCK PLANT

Stewart & Nuss Co. has completed construction of their new, rock crushing plant north of Pinedale. This is the most modern plant in the valley, to our knowledge. They needed to modernize, as their other plants were outmoded and were constantly down for expensive repairs. This plant should make the future bright for the company. The new plant is on the San Joaquin River, in Madera county, at a location which gives the company a new and better reserve of aggregate material.

Gordon Ball Const. on 190 highway at Porterville have 6 DW-20's, 5 cats, three blades and two DW-21's moving a lot of dirt. This job will keep the dirt crew busy to about March 1963. The job will have two structures, one over the

### END BEGGING

CHICAGO—Programs of collective bargaining by public school teachers must replace the "era of collective begging," Pres. Carl J. Megel of the Teachers said in opening a three-day session of the union's executive council here.

railroad and one over Highway 65.

### HIGHWAY WORK

Richard Moseman & Co., have subbed the clearing on their job at Visalia, on 198 highway, to Dan Mason who has four cats and a loader on the job. Asbury Construction has the loading and hauling, with a 5-yard Manitowoc dragline loading the bunkers for the truck haul.

Fresno Paving Co. has started to move some dirt at the east end of this project. Fresno Paving also has a job at Five Points, which they are now preparing for the paving spread. Rockfield Inc., has a crushing operation set up at Coalinga to serve the Five Points project.

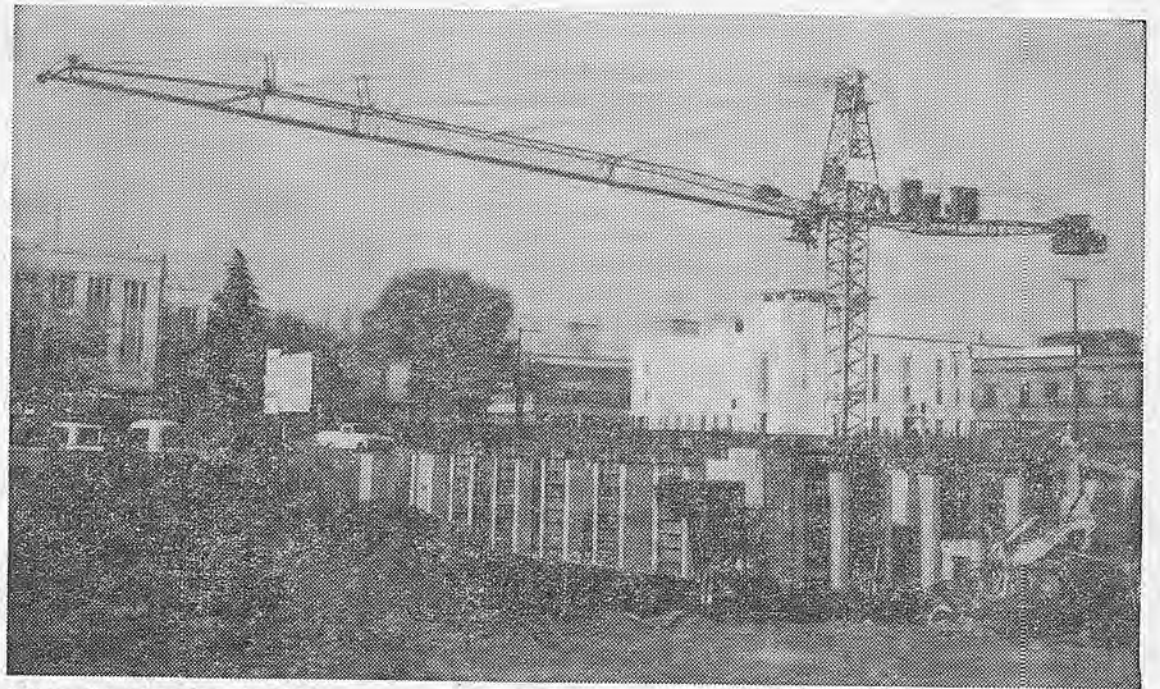
Miles & Sierra Const. has their job at Lemoore about ready for the cement-treated base and will start paving after the first of the year.

Madonna Construction has just about finished their job at Corcoran, and the brothers on the job hate to see it end, as it has been a good overtime job.

### OTHER BIDS

Peter Kiewitt has started a small spread on the Merced freeway, but it looks like it will be spring before they have a full crew. Standard Materials is setting up a new crushing plant on Bear Creek to make base rock for the freeway job.

Ball & Kassler have been



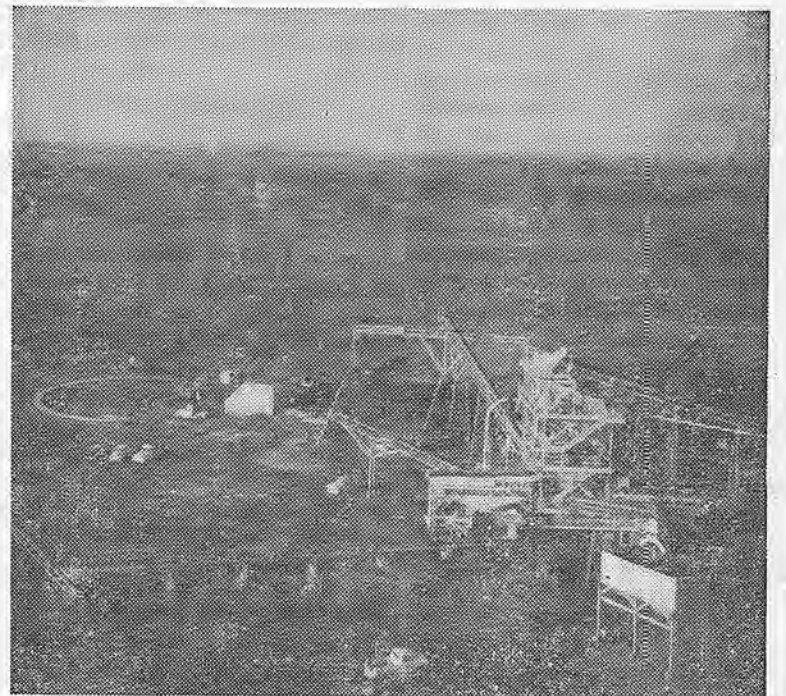
**LINDEN TOWER CRANE** on the new Del Webb Center job in Fresno. Operator Bob Leslie says he's really pleased with the setup.

awarded five miles of freeway between the San Joaquin River and Madera. They expect to sub the dirt and have subbed the paving to Fresno Paving Co.

Luhr & Wendt were low bidder for about \$1 million on a pre-consolidation contract for the U. S. Bureau of Reclamation. This is on the San Luis canal about 14 miles south of Mendota. They hope to get started sometime in January.

The State of California was to open bids Jan. 9, 1963, for relocation of Highway 152 around the San Luis Dam. This will be 12 miles of new highway, six lanes wide for future use if necessary, with four lanes to be paved on completion.

The U.S.B.R. also was to open bids in January for reach No. 1 of the San Luis Canal. This canal will be 30 feet deep and 120 feet wide at the bottom, and will be concrete lined for 16 miles. This is the first part of the 100 miles of canal to be built.



**NEW ROCK PLANT:** Stewart & Nuss Co. has solved its problems of outmoded equipment and shortage of aggregate material with this modern crusher plant on the San Joaquin River north of Pinedale that should give them a bright future.

# Winter Takes Hold in Utah

By JAY NEELEY, MERLIN BOWMAN, JOHN THORNTON, VANCE ABBOTT, LAKE AUSTIN and TOM ECK

Work in the Salt Lake City area is coming to a grinding halt thanks to Old Man Winter. Many of the jobs are completely down, and only small crews on the rest of the jobs. Next spring we'll have a lot of work going on, but between now and then we do not expect too much.

Isbell's job on the dyke is still working and we hope will be able to go all winter. If the snow doesn't get too bad they will keep hammering away at it. The haul road is narrow, and this could be a problem.

Tiago's freeway job hopes to keep going until the frost gets them down. They have 10 scrapers hauling on this job along with the trucks, and at this writing the brothers are moving a lot of dirt.

Gibbons & Reed are still hauling out of the big hole right downtown and are now down to the old Lake Bonneville silt. This will be an underground parking area for 1400 automobiles. On the same job the old gym has to come down to make room for the new one to be erected.

Bob Weyher Construction Co. has moved over to the new Kennecott Building site at Main & South Temple and is getting ready to start driving the sheet piling on this job. When this job starts, we will have five buildings going on at the same time—the Federal building, Prudential Bank building, Kennecott building, new gym and the addition to the Telephone building.

The operators don't get as large a slice of the work as some of the other crafts, but it is better than a kick in the shins. The Medical building on the campus is still going up, and our Brothers are able to make a few days on this job.

### SEE GOOD YEAR

The sewer contractors are about topped out for the rest of the season. There is more sewer work due next year, also a couple more sewer disposal plants to be set up, but these jobs are dead in the winter time. Some of the sewer outfits have gone south for the winter, but most of them have their equipment parked in their yards.

We still have a few small rigs working around housing jobs and a short sewer job here and there

around town, but these are about done. For some of the owner-operators it has been a real good money year and a better year is expected next year.

Utah Sand & Gravel did well this year, and next year looks even better. Operating Engineers Local Union 3 was invited to the Safety Program Award Dinner of this company which was very interesting. This company has one of the best safety programs in the county, and safety is a very important subject to our brothers working for this employer.

At the Kennecott Mine we had an untimely death—that of Brother Gale Jensen, who had worked in the crane department for a good number of years. His passing was a blow to all the brothers.

There was also a bank-trimmer accident on one of the levels, but luckily no one was killed. We had just left a safety meeting with a representative of the Federal Bureau of Mines when it happened.

### PROVO AREA

Work in the Provo area is practically at a standstill with the completion of the grade on Summation & Reed's freeway job, last major dirt project in Utah county of any size.

Consolidated Western will

maintain most of their present crew with some additional work they recently acquired from Geneva Steel. This work pertains to an addition to the rolling mill department.

Gunther, Shirley & Lane Co. has four of our members employed on the powerhouse and switch yard at Flaming Gorge Dam. They are Mark Bryan (steward), Kenneth Wilkinson, Reed Durfey and Charles Woolsey. This is one of the few jobs in the area that is scheduled to go through the winter.

One of the members residing in Provo recently went into business for himself. Gordon Sandvik opened up a seafood market on 5th West & 2nd North. This type of market is rather unique this far inland. Fresh seafood is flown to him from the Puget Sound area at least twice weekly. Success in your new undertaking, Gordon!

The out-of-work list is still growing in the Provo office with approximately 90 "A" operators and 20 oilers on the books at this time. This condition would be worse if it wasn't for some of the Springville contractors still working in the Ogden and Southern areas.



# Hawaii: Add Two To Staff

By HAROLD LEWIS, BERT NAKANO, CLARENCE FRIEND, and WILFRED BROWN

Hauoli Makahiki Hou (Happy New Year, in Hawaiian) to all our Brothers, from all of us.

The holiday season has left everyone in good spirits, and the new year brings many changes.

The Hawaii branch of the Operating Engineers has taken a new face lifting with its new location at 2305 South Beretania St., Room 206, Honolulu 14, Hawaii, Phone: 990-084 or 990-085. The IBEW Building, in which we are now located, meets our every requirement. Adjacent to the building is ample parking space, which has been a problem and is now a blessing. We will also be able to hold our general membership meetings and other social functions within the building. Visit us at our new office!

Our office staff has been increased. Brothers Clarence Friend and Wilfred Brown, Business Representatives, have been added to our staff.

The ever-increasing projects on the island of Oahu necessitate a change in the policing program. The new program that has been put into effect divides the island of Oahu into two sectors. The dividing line begins from Kaneohe Bay Drive tying into Likelike Highway and ending at the end of the Middle-Nimitz Intersection. Clarence Friend will be policing the west side of Oahu, while Wilfred Brown will attend to the east side.

Brother Bert Nakano will be policing the islands of Hawaii and Maui. Brother members who live on the island of Maui are asked to contact our Hilo office, 213 Lycurgus Building, Hilo, Hawaii, Phone: 4316.

With this new program, we hope to give you brothers the representation that is so vitally needed to maintain our gains and also to coordinate our organizing program.

We would like to urge strongly that you brothers working out in the field contact the business representatives if you find any violation of the agreement by the employer or any brother member. The business representatives will try to correct any problem that may arise.

E. E. Black's Federal project along Farrington Highway is progressing very well. Recent rains slowed things down a little, but everything is back to normal and work is continuing at a good rate.

McKee & Nordic, joint venture at the East West Center, is about 90% complete.

With the completion of the first increment of the Magic Island project, we look forward to the start of the proposed second increment, which should be out on bid this month.

At the present time, we are in the midst of negotiations with Permanente Cement Co., Kam's Express, American Trucking Co., Construction Equipment Co. and

# Marysville: A Wish Washed Out

By HAROLD HUSTON, W. R. WEEKS and CLAUDE ODOM

By the time this article goes to press we hope all the brothers and their families will have had a very happy holiday season. It looks like the heavy rains have started and almost completely paralyzed our construction work. In our last issue of the paper we were busy and dry, and we hoped for a late season, but it seems this is one wish we will not get this year.

The out-of-work list has started to grow fast, with most of the jobs in the hills all shut down for the winter. Some of the jobs hope to keep a skeleton crew working when at all possible.

**Job Stewards Meeting:** We had our first Job Stewards meeting at the Marysville district office Friday, Dec. 14, at 8:00 p.m. We would like to thank all of the Stewards who made a special effort to attend this meeting. This meeting was such a success that in the future we are going to have monthly Job Stewards meetings.

## TITAN REBUILDING

Peter Kiewit & Sons, Inc., is fast approaching the 50 per cent completion mark on the partial rebuilding of the Titan Intercontinental Ballistic Missile weapon systems at Chico. At the present time we still have two Austin Western Handi-Cranes and one mechanic working on this job, which should last about another month.

Macco Corp. are still working on the transmission line and are having difficulties on the Nicolaus site. They have finished driving their piling on the freeway for A. Teichert & Son, Inc., at Chico. We have collected a lot of back pay for the brothers working for this company, and would appreciate being notified if any of the brothers still have any money coming from this employer.

George Brewster & Son, Inc., building the Black Butte Dam at Orland, still have one shovel and a few cats working on the spillway. This has been a good job for a lot of our brothers and we hate to see it near completion. It should take about 60 more days to finish this one.

## SPOTTY WORK

Monte Brown is doing the crushing for Spencer Robinson on the Black Butte Dam access road. Altermatte is still working on the recreation facilities at the dam and should have work for five or six of our brothers till early next summer.

Baun Const. Co. road job between Glenn and Willows should

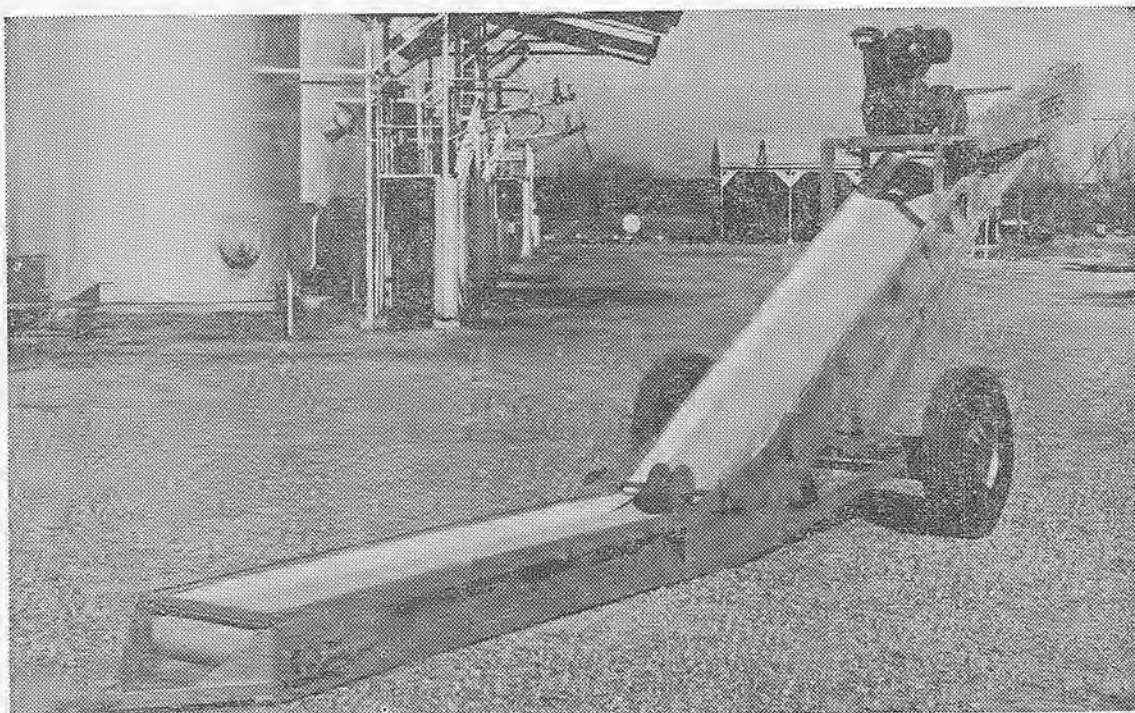
Kaiser's concrete products division.

## REMINDERS:

Watch for general membership meeting notices in the Engineers News and make it a point to attend the meeting!

Your Union office will continue to be open every Monday evening 7:00 p.m. to 9:00 p.m. The Organizing Advisory Committee, which was recessed during the month of December, will reconvene on January 7, 1962. If there is any problem or question that you may have, feel free to come in and discuss your problem with the Organizing Advisory Committee.

Our sincere condolences to the family and friends of Brother Thomas Wills who passed away on December 6, 1962.



**THIS IS JUST ONE** of the many fine products constructed by Operating Engineers Local 3 members who constitute the working force of the Diamond Steel Co. in Yuba City. The Diamond firm designed and built this agricultural conveyor, 12 feet long, 6 feet 6 inches high, with 96-inch bed. There is another model with 114-inch bed, 8 feet 6 inches high.

be completed some time in Aug. 1963. We still have 10 Engineers working on this job when weather permits.

Butte Creek Rock Co., who recently sold out to the Baldwin Const. Co. of Marysville, are furnishing all the concrete for the A. Teichert & Son, Inc., Chico freeway job. Besides this job they have several small jobs going on around the Chico area.

Ray Kizer Co. road job at Forrest Ranch was moving in high gear with their cat and can spread up to the time old man winter set in. We have 15 brothers working on this job which should last into late summer of 1963. A. Young & Son is setting up their crusher and will do all the crushing on this job.

Harms Bros. are setting up a hot plant at Wicks Corner, about Harms' highway job at Oroville. This should be good for about two to three months' work. Harms highway job at Oroville is down to almost a standstill. The company is planning to start up after the first of the year when weather permits.

Lord & Bishop have one crane working on their bridge job at Oroville. This job has been hit-and-miss, and the brothers haven't made much money.

## COFFER DAM

Frazier-Davis Const. Co. will complete the coffer dam at the Fish Hatchery in Oroville in about 30 days if the river doesn't rise again. Rodgers Material is only making one pour a day on this job. On Frazier-Davis tunnel they are presently taking out 12 feet of the bottom which was left in.

Twin Butte Const. have finished their highway job at Susanville, but still have a small job at Westwood and one at Keddie. They have moved to their job at San Andreas, and have taken most of the brother Engineers with them.

Cattermole-Trethewey are moving right along on their clearing job at Lake Almanor. All the snags have been taken out of the lake which was a really rough job with the wind they had to fight in the afternoons. There are still nine cats working along the shore-line hoping to get most of the winter in.

Morrison-Knudsen, Inc., at Lake Almanor are still working on parts of the dam work, and are

getting ready to start the group operation. Consolidated Western Steel have the subcontract relining the tunnel on this job, and are working every day.

## TRYING TO WORK

Fadel & Granite have been working most of the time on their job at Antelope Valley. They have about 15 cats on the dam clearing and are trying to work the shovels whenever possible. They hope to work this job every day they can throughout the winter.

On the Camp Far West dam and canal job at Sheridan, Darkenwald-M-K-Parker have almost completely shut down operations for the winter. This job should take all of next year to complete. They have a small crew for winter maintenance.

Williams & Burrows, Inc., are practically at a standstill on the Browns Valley Dam. Most of the fill will have to be placed next year, which will keep a lot of the brothers busy.

Oro Dam Constructors have 80 of our Engineers working on the construction of the Oroville Dam at Oroville. They are 80 per cent completed with the clearing for the dam site and hope to finish that phase this winter. A lot of our brothers will work this winter on the access roads and excavation for the railroad the company is going to put in to haul their material. The hatch plant will be coming in any day, and this will keep more of our brothers busy erecting it.

## COLUSA HIGHWAY

Work has started on the reconstruction and widening of about 1½ miles of River Road in Colusa county beginning at the Sacramento River bridge near the north city limit of Colusa.

The \$153,445 contract with Baldwin Contracting Co. of Marysville provides for 60 working days to complete the job, but unworkable weather during the winter may require more time. Traffic will be permitted to pass through the construction area at all times.

Bethlehem Steel Co., San Francisco, submitted a low bid of \$4,414,605 to build the nation's highest highway suspension bridge near Oroville Dam, \$336,512 under the estimate by state engineers. The bridge will carry the Oroville-Quincy road over the

middle fork of the Feather River, a relocation required by construction of the dam.

Diamond Steel Co. is one of the shops we organized some time ago and we're proud to say they can build just about anything they put their minds to. Under the supervision of Brother Jay Wells the following brothers work in the shop: E. N. Fowler, Allen Pack, Harold Herr, Dean Cummings and Jack Graham. Please note in the Engineering News a picture of an agricultural conveyor which they designed and built. This is just one of the many products they make and sell.

## TRAILER PARK

Just a word to anyone who may be contemplating moving up Marysville way with a house trailer. Brother Walter Stoops, Register No. 1070970, is the independent broker for the Lindwood Mobile Home Park, located on Lindhurst Ave., next to the Cafe Venice on old Highway 99E in Marysville.

This is an ultra-modern trailer park with telephone outlets, natural gas and 110 and 220 power, a fully equipped laundry and drying yard, heated swimming pool and covered patio, recreation building and tots' play yard and all the et ceteras. The school bus stops at the entrance.

They will move your trailer free the last 40 miles, and if you stay more than one month, you get one month rent free. Anyone interested should contact Brother Stoops, Route 1, Box 1234, Marysville, phones SH 3-2125 or 742-3302.

## 600 New Credit Unions

WASHINGTON—More than 600 new credit unions received charters in 1962, according to a report by Dir. J. Deane Gannon of the Bureau of Federal Credit Unions.

At the end of the year 10,700 credit unions were operating under federal charters. They had 7 million members in the 50 states, the District of Columbia, Puerto Rico, the Panama Canal Zone, the Virgin Islands and Guam, where charters were awarded for the first time during the year, Gannon said.



## Redwood Contractors Hibernating

By WARREN LeMOINE  
and RAY COOPER

With this month's report, it looks like most of the contractors in the Eureka area have followed the animals of the Redwood forest and have gone into hibernation for the winter. We are glad to see a few of them still taking advantage of the good weather and keeping some of the brothers busy. At the present time we have spring weather, but a winter out-of-work list.

Ground has been broken on the million dollar Montgomery Ward building with Hilp & Rhodes as the contractor. Mercer Fraser Co. has the subcontract for the excavation and pile driving on this job.

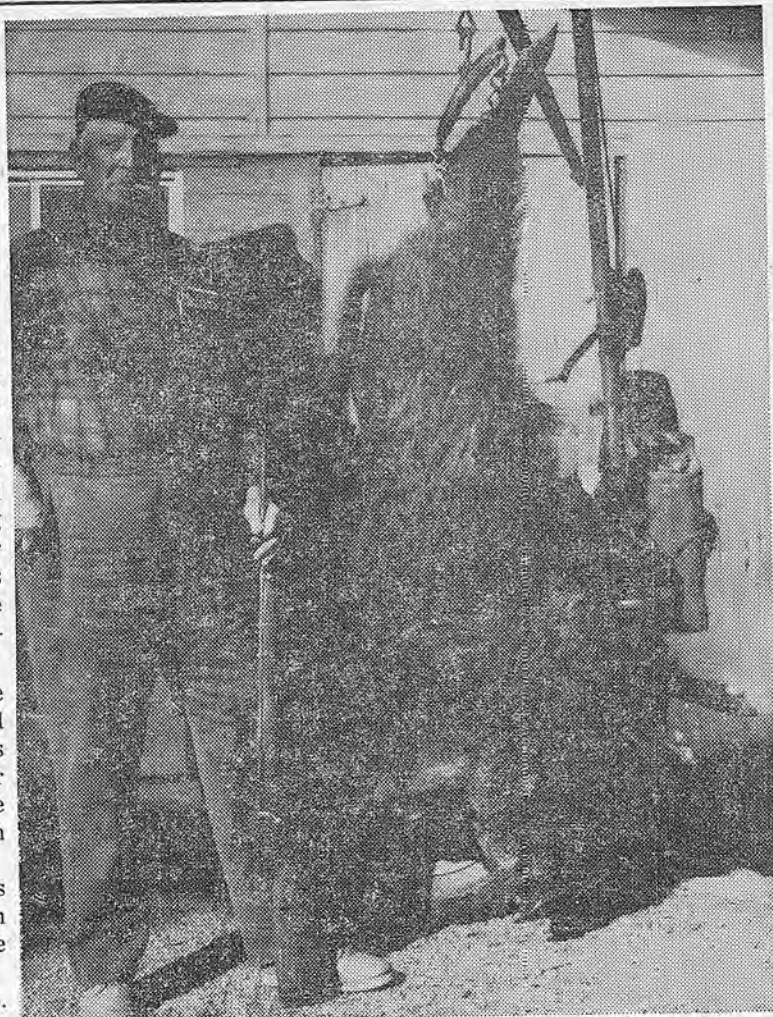
Chandler-Newman Const. was low bidder at \$67,160 for storm damage repairs in the Mattole area.

Underground Construction Co. was low with \$502,000 for the Arcata Municipal Water Works. This involves six steel water tanks and three miles of new water mains.

Hooker Co. was awarded a \$923,652 contract for construction of approaches to the Fourth St.-Highway 101 interchange at Arcata.

We hope to see the State call for bids on the McKinleyville and Klamath freeway projects the first part of the year, so these jobs can be awarded and get started in the early spring.

With the jobs to be let and the jobs to be completed, we anticipate a very good year for the brothers in this area.



**THIS IS NUMBER 7:** Brother Fred Pimental of Santa Cruz is a mighty huntsman whose special quarry is wild boar. He's been making regular forays into Monterey county, in truck or jeep, and bringing home a lot of dead pig. Seven have made the return trip with Fred, the one he's standing alongside here being the largest—over 300 pounds, with two-inch tusks as sharp as a knife. Fred's making plans now to get No. 8.

### WORKERS ON SALARY

BUFFALO—Auto Workers Local 55 and a Buffalo machine and tool firm have made collective bargaining history by signing an agreement that takes production and maintenance workers off hourly pay status and puts them on an annual salary.

## That List Growing Again in San Jose

By A. J. HOPE, W. H. DAVIDSON, G. L. MOORE  
and J. N. HALL

The last spell of rain brought the work in the San Jose district to an abrupt halt. The out-of-work list has tripled in length and no doubt will grow longer each day.

Swinerton & Walberg have started work on their multi-million dollar I.B.M. plant in the Almaden foothills. The earth work is being done by the All State Equipment Co.

On the Junipero Serra freeway, Herrick Iron Works are putting in the huge steel girders. Gibbons & Reed had just begun the job of widening Route 17, but was shut down by the rains.

Sanco Pipe Lines have just finished laying a 36-inch storm line off Hilow Lane in Los Gatos. Weather permitting, they will move the equipment to the Silverdale School for 2000 feet of sewer pipe.

### CAMINO JOB

McGuire & Hester, in spite of the rains, are doing a good job on the green strip and widening of El Camino Real. Freeman Pav-

ing have most of their equipment in the yard for repairs. They were the low bidders on a \$363,000 job for street repair in Palo Alto, which will start in the near future.

Sondgroth Bros. have most of their equipment in the shop but are running long hours in the hot plant, furnishing material for contractors who are still working.

Bahr & Ledoyen in Palo Alto have the first building completed

### SAN JOSE NOTICE:

Anyone interested in a Grade Checking class which will start in February, please contact District Rep. A. J. Hope at the Local 3 San Jose office for information and signup.

in their industrial subdivision in East Palo Alto and are doing street repairs and pads.

Alcon-Pacific have completed pouring the concrete on the first floor of their three 8-story buildings for Student Housing at Stanford.

Early-Stolte and M. K. have shut down operation due to the rains except for the mechanics and the pump man. This has been the largest single project in the area this year, and they have made very good progress. Piombo Const. are doing the grading on the fill, with Santa Clara Sand & Gravel hauling the material from Raisch's pit in Milpitas.

### TALLEST BUILDING

Groundbreaking for the 12-story \$6 million Community Bank building at San Augustine & Market Sts. in San Jose will be held Jan. 12. Murdock Const. expect to start work as soon as possible. This 160-foot structure will be the tallest building to go up in San Jose during the past 30 years.

Howson's Inc. were low bidders on a \$123,000 contract for a large food processing plant in Gilroy.

Hutton & Ferea have been busy on three subdivisions comprising of about 200 homes. They are doing the excavating, paving and house pads.

Work in the Santa Cruz area was holding up well, but they, too, have been curtailed by the rains. Bob McGregor has started to move dirt on the subdivision near Ben Lomond. The sandy soil in this location will make this a good winter's job.

### JETTY PROGRESS

Granite Const. are making remarkable progress with their jetty job at the Santa Cruz Harbor. Shellmaker Dredge Co. will be completing their section of this job within a week. They hope to be awarded the dredge work that will be let soon on another section of the harbor.

Granite Const. Phil Calabrese, Wilder & Jones are doing small jobs throughout the area, with some interruptions by the weather.

Madonna Const. Co. are running two shifts on their crusher plant at Gonzales. They expect to have the hot plant in operation soon. There are 80,000 tons of plant-mix to be made.

### BLOOD BANK

Thanks 'o Brother Robert Spieser for a Blood Bank donation.

## State Safety Chief Lauds Local 3 Plan

Continued from Page 1—

tude of our future construction needs—the houses, the factories, the highways, the water systems and so forth which must be built."

The State Division of Industrial Safety is one of the few state agencies that has enforcement powers. Theoretically, it should be simple to use its police powers to enforce industrial safety. But practically, says Sherman, it can't be done that way.

"You can't gain accident prevention simply by harassing the employer. Trying to do this job by police methods only would cost more money than the public would stand for—and then it wouldn't accomplish the job.

### EDUCATION THE KEY

"Education is the major factor. Engineering is second, and enforcement comes third. The sincere enthusiasm of all concerned in the industrial picture is the indispensable ingredient in cutting down accidents."

Sherman added that enforcement powers for a state agency are like the strike weapon for a labor union—of great importance, but to be used only as a last resort.

"We have experts in every phase of activity," Sherman continued, "machines, tools, hot, flammable and corrosive materials, ionizing radiation and even in man's behavior. But it is particularly with the last of these that the unions can do more than we can ever accomplish. In the human engineering end of safety, labor's help is indispensable."

Speaking of Local 3's new plan

to promote safety on the job with a network of Safety Education Committees, Sherman declared:

"I know of no other organization currently which is going into this thing on the scale that your union is attempting.

### PRAISES PROGRAM

"We want to work with your organization to develop a well-thought-out definition of objectives and then determine who's going to do all this.

"Some of it will involve education—to teach the leaders of your union so they can funnel down to the membership some of the real, accurate criteria for a sound accident prevention program.

"I believe your union can do a fantastic job in reducing the pain and suffering to the families by helping your members to learn more about the Where, the How, the When and the Why of work injuries and then stimulating them to look out for themselves and their brothers.

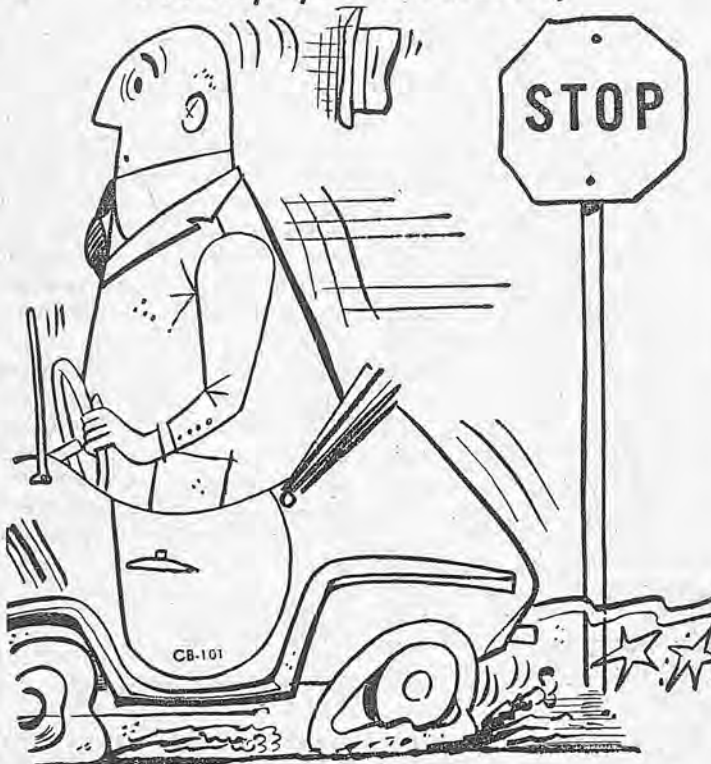
"This may sound like a sermon, but that's where you have to go for results.

"Speaking for our Division, the officers of Local 3 should be commended very highly for their vision and foresight in acting to do something about those areas of exposure to work accidents that cannot be dealt with effectively by departmental police action or governmental surveillance."

Drugs are the principal weapon against tuberculosis today. The leading drugs are izoniazid, streptomycin, and PAS (para-aminosalicylic acid).

## Cochran & Celli

Recap for Economy



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Oakland



# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 391 OPERATING ENGINEERS LOCAL 3

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## Cooperation Is Key to Safety

THIS ISSUE of our paper features the subject of safety ... and for ample reason.

Safety has been for too long a time something like the weather, about which Mark Twain is supposed to have said, "Everybody talks about it, but no one does anything about it."

We in Local 3 can honestly say that we have been doing something about it, but we must always ask ourselves the question: Have we been doing enough?

That leads to another question: How much is enough?

AS YOU WILL READ elsewhere in this issue, we had 12 deaths during a year's time due to work accidents. We could say that, regrettable as these deaths are, our death rate from job accidents is just about average for the construction industry in California. The rate is about one fatality for every 2,000 men employed, and that's what our rate turns out to be for this year.

We might even take some false comfort from the fact that our accident death rate is no worse than the construction industry in general, for officials of the California State Division of Industrial Safety tell us that our craft is notable for what they call a high rate of "severity" in the accidents which occur.

That means that there isn't a great number of piddling little accidents, but that when a mishap does occur with our heavy, intricate, fast-moving equipment, it's more likely to be serious or even fatal.

In this light, an "average" number of deaths might be considered pretty good performance in an exceptionally hazardous craft.

WE CHOOSE, INSTEAD, to believe that every death is one death too many; that every stricken household that has lost its breadwinner or a beloved son or brother is one too many; that every dismemberment or permanently disabling injury is one too many.

And there can be no complacency, no relaxation of the constant effort to educate for safety among our members and to police for safety on the jobs, as long as there are any serious accidents. In our industry—which is no patty-cake business—that means never.

ONE THING is certain—for our accident prevention program to be fully successful, there has to be cooperation all along the line . . . between the industry and the union, of course, and in our own ranks.

We are certain that if the same spirit of cooperation between the Officers, the Executive Board members and the membership of the union prevails in this matter of safety that has been shown in our other endeavors, we will be able to improve our accident record as we have improved the economic conditions of our members in the past two years.

We have demonstrated before that when we all put our shoulders to the wheel, things get done. There is no cause more worthy than safety of our best effort and fullest cooperation.

## A Good Investment

NATIONAL AFL-CIO has come out with a timely alert to union members not to be taken in by new employer propaganda against the Social Security system in connection with the increase in both workmen's and employer's contributions by ½ per cent beginning January 1 this year.

AFL-CIO points out that Social Security is not a tax, even though the machinery of government is used to collect the payroll deduction. It is a set-aside of part of your earnings to give you the greatest bargain in insurance and security ever offered. You and your family are protected in event of retirement, disability or death, as working people never have been before in our history.

That's well worth the small additional sum needed to keep the system sound and expand its benefits.

## New Meeting Room



## Consumer Advice

# Sharp Shopping in '63

By SIDNEY MARGOLIUS

A year ago this department forecast higher living costs of 1 to 2 per cent for 1962. They went up 1.4 per cent. For 1963, you can expect more creeping inflation of about the same size to nibble at the purchasing power of your wages. Particularly you can anticipate higher housing and operating costs, some food price rises and further boosts in charges for medical care. The buy of the year will be home appliances.

The job outlook for the new year is fair—only fair, because a stubborn pool of unemployment still remains from the last recession, and several signs indicate the possibility of a business downturn late in '63. Booming car sales have been a main employment prop this past year, but used-car sales have been slowing down recently.

The prospect of continuing high prices and a sluggish economy, means your family needs to practice smart buying and money management in 1963 to protect your living standards and avoid financial jams. Two expenses you especially need to watch are food and household operating costs. Here are pointers for securing best values in 1963:

FOOD OUTLOOK: Look for better values in pork, which will be in heavier supply in 1963. Beef prices will remain about the same and veal and lamb will be noticeably expensive. You will need to rely more heavily on broiler-fryers, which will be in big supply and priced low.

Two more protein food bargains this coming year will be cheese and eggs—especially this spring.

Also shop carefully for the better values in breads, other baked goods and cereals. Their prices have been advancing steadily this past year. You can whip costs into line here by more home preparation of cereals and baked goods.

Canned vegetables are in abundant supply. Canned corn, snap beans and tomato products are especially good buys this year.

CARS: Prices of used cars jumped over 7 per cent in 1962, and in recent months have been priced at the highest level in 10 years. The average used-car currently costs about \$85 more than a year ago.

But the new stickiness in used-car sales means families expecting to buy a new car soon had better do it early, while used models still command a

relatively high price. Used-car buyers, on the other hand, now can find more room for price negotiation.

HOUSING: The news for mortgage-seekers is moderately optimistic. While mortgage rates are holding on to high levels, the extra fees lenders charge, such as "points" and stiff closing fees, are being reduced because of increased competition among lenders. The Nat'l. Assn. of Mutual Savings Banks also reports a tendency among lenders to permit larger mortgages with lower down payments.

HOME RENOVATION: This will be a good year to finish an attic, install new heating or plumbing equipment or put on a new roof. Prices of heating equipment especially have been reduced, plumbing equipment costs have been pared, lumber prices are down, and asphalt roofing has taken a big price cut this year.

RENTALS: Renting families must expect continuing high costs for at least another year. The best the Bureau of Labor Statistics can offer is that the recent rate of increase in rental charges is less than it has been in recent years. Only the luxury apartments that speculators have been building hectically in large cities show any signs of price reduction so far.

HOME EQUIPMENT: Any family in the market for a refrigerator, washer, dryer, range, television set, vacuum cleaner or other appliances will find unusually good prices this year—especially this winter. Prices of appliances have come down every year for the past five years, but they took their sharpest plunge of all in 1962. Competition is very brisk between the private-brand appliances of the large retailers and mail-order houses, and the national brands sold at cut prices by discount stores and other competitive retailers. Generally nowadays you will find values of the private brands and the discounted national brands approximately equal.

Look for sharpest price cuts on refrigerators in mid-winter and on washing machines in the spring.

CLOTHING BUYS: Wash-and-wear and easy-care garments will be cheaper than ever this year. Prices of synthetic fibers such as orlon and the new spandex elastic fabrics, more durable and easier to wash than rubber elastic fabrics, have been chopped sharply.



# Nevada - A Little of This and That

By H. L. (Curley) SPENCE and  
BU BARKS

Industrial Construction Co. from Las Vegas has a good start on their four-lane freeway job at Brady Hot Springs, Nevada, on Highway 40. Some of the brothers may work most of the winter if there isn't too much frost in the ground.

There is a good crew of Operating Engineers on this job—some of the best, for they are from Fallon, Nev., and that is one town where everyone is good. If you

don't believe it, just ask someone from Fallon and they will tell you in great detail how good they are at anything.

George Griffal Co. has a couple of housing projects going and a few miscellaneous jobs around Reno, Nev. At the sand pit west of Reno, George keeps all of his Operating Engineers going most of the cold winter months, doing something.

Hoops Construction Co., from Twin Falls, Ida., was low bidder on the four-lane freeway 9 miles east of Battle Mountain on Highway 40, a distance of 14 miles. Then an overpass at Dumphrey, Nev. It will be a good job come spring.

## PIPELINE FINISHED

Bechtel Corporation has finished their 255 mile pipe line job from the Idaho-Nevada state line near Owyhee, Nev., to Reno. Some of the brothers made a few big weekly checks and most of the brothers were happy with the job.

Peter Kiewit & Boyle Bros., a joint venture, has a shaft to sink for the Atomic Energy Commission 32 miles south east of Fallon, Nev., Project Shoal. The shaft is 6 by 11 feet, 1500 feet deep, with a 16-inch lateral. There will be 217 working days, six days a week and a swing shift to fill in the seventh day. They will not use too many Operating Engi-

## New Field Man

SAN FRANCISCO—The Bureau of Apprenticeship and Training, U. S. Department of Labor, announced this week the appointment of Bruce M. Stark as field representative for the San Francisco office.

neers, approximately 16 or 20 on hoists, compressors, K. W. generators, mucking machines, HD-RM and maybe a Michigan. It will be a fair job for the winter for a few of the brothers.

## SWANKY JOB

Martin Iron Works has the steel erection on the new Golden Hotel, casino, restaurant and lounge. This will be the swanky-swanky establishment in the Biggest Little City in the world, Reno, when it's finished. Brothers, Red Warren and Hank Schultz will be able to point to and building and tell their grandchildren how they raised the steel and made the whole thing possible.

Vinnell Corp. road job at Elko is down to a walk with a few mechanics and crushing crew holding on in spite of the cold weather.

Dodge Construction, at Wells-Curry, will resume, weather permitting. Another 10 miles of this road on Highway 93 from Junction 40 and 93 south was to be let just after Christmas.

Bing Construction have finished the access roads and overpass, but the weather has overtaken them on laying oil on the remaining part of this job.

## THREE SHIFTS

Anaconda Copper are starting three shifts in the mining crew January 2nd. This will require about 12 more Engineers. The extra shift is required because of the low grade they are running into.

Standard Slag at Wabuska is also going full swing at this plant, with about 20 Engineers working the year 'round. Iron ore from this mine is going to

## MEETING NOTICES

### January

San Francisco—Jan. 2, Wednesday, S. F. Labor Temple, 16th & Capp Sts., 8:00 p.m.

Eureka—Jan. 15, Tuesday, 2806 Broadway, 8:00 p.m.

Redding—Jan. 16, Wednesday, Retail Clerks Bldg., 900 Locust St., 8:00 p.m.

Oroville—Jan. 17, Thursday, Prospectors Village, Oroville Dam Blvd., 8:00 p.m.

### February

Stockton—Feb. 1, Friday, Engineers Bldg., 8:00 p.m.

San Jose—Feb. 4, Monday, Labor Temple, 45 Santa Teresa, 8:00 p.m.

Sacramento—Feb. 12, Tuesday,

Japan. There are rumors around Yerington that other iron mine interests are doing some testing and might start mining in the future.

Silver State Construction Co. is moving rather rapidly on the 14-mile job between Fernley and Silver Springs. About 4½ miles of the grading is finished in the flat; however, the cuts are a pretty slow go and require a lot of shooting, but they are coming down with two Northwest shovels and are keeping a good fleet of Eucs on the move.

## Retirement Home

MIAMI BEACH, Fla.—Delegates to the 31st convention of the Sheet Metal Workers authorized their executive officers to sponsor a haven for retired members at East Lake Wales, Fla.

CELT Bldg., 2525 Stockton Blvd., 8:00 p.m.

Oakland—Feb. 14, Thursday, Labor Temple, 2315 Valdez, 8:00 p.m.

## Notice: Voting On Election Committeemen

In conformity with Article XII, (C) ELECTIONS, Sec. 1, of the By-Laws of Operating Engineers Local Union No. 3, elections will be held at the first regular District Meeting in each district, beginning in February, for member of the Election Committee which will conduct the election of officers and District Executive Board Members in June.

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address 10 days prior to the first District Meeting in February was within the area covered by the District.

Nominees for the Election Committee must be registered voters within the respective districts, must have been a member of Local 3 for one year preceding their nomination and shall not be a candidate or the nominator of a candidate for any office or position.

See list of District Meetings to be held in February elsewhere in this edition of ENGINEER NEWS.

## Notice: Election Of Grievance Committee

In accordance with the By-Laws of Local 3, election of three members of the District Grievance Committee will be held in each district at the first District Meeting of the first calendar quarter.

The following pertinent section of the By-Laws should be noted:

"Article X, Section 3—No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate unless he is a Member in good standing in the parent Local Union, a registered voter in the District in which he is a candidate when nominated, and shall have been continuously a Member of the parent Local Union for not less than two years next preceding his nomination, is not an Officer or on the full-time payroll of the Local Union, and is not an owner-operator or contractor.

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

## SWAP SHOP: free want ads for Operating Engineers

### FOR SALE

DOZER, one HD 11, with Hydraulic Tilt, and Unit on rear. TRACTOR, one, D 2, with mounted Highway Model Auger. Digs to 16 ft. deep. Yepe Yeghoian, 984 Scott Lane, Walnut Creek, Calif. Phone: YEL-lowstone 5-7053 or YEL-lowstone 5-4875. Reg. No. 403912.

TRAILER—14' Teardrop. Sleeps two. Cooking Facilities. Excellent for hunting and fishing. Best offer. Bill Adams, 2215 Stuart St., Berkeley, Calif. Phone: TH 3-7342. Reg. No. 1067411.

TWO-THIRDS ACRE, WITH DUPLEX AND AN OLD HOME. ALSO EXCELLENT BUILDING LOT HIGHWAY 20 FRONTAGE. Overlooking Noyo River and new proposed basin, year round rental income. Contact: Charles A. Haun, Rt. 1, Box 177, Ft. Bragg, Calif. Reg. No. 610138.

MOBILE HOME—1960 TRAILORAMA, Expands from 10 ft. to 18 ft. wide, full length of 50 ft. 2 or 3 bedroom. Washer and Dryer. Like new, lived in 16 months. Parked on nice lot at Livermore Trailer Ranch. William Thill, 1687 Junction Ave., Livermore, Calif. Phone: 447-8292 Livermore, Reg. No. 746490.

ADAMS GRADER, 512, International Dump Truck, K-7, Roller, Tandem-Buffalo 5-8 tons. Trailer, Home-made. Water Wagon Tank, 1,000 Gals., other Miscellaneous. Henry Faber, 2254 Williams, Palo Alto, Calif. Phone DA 2-1293. Reg. No. 239629.

12 FOOT BOAT, A-1 condition, Sea King, 7½ Horse Power Motor, only used once, 2 Wheel Trailer, Like New. Emil Hollingsworth, 36229 Magellan Dr., Fremont, Calif. Phone SY 3-1849.

HOME, Esparto, Calif. - \$18,000. 3 bdr. adobe block constr., 2 baths, radiant heat, bit-in kitchen, fireplace, 2 car garage. Lot 50 x 150. 30 mi. from Sacramento. Write Jim Hilton, Box 297, Esparto, Calif. Reg. No. 745041.

FORD LOADER & SCRAPER, 48 International, 5 yd. dump—\$175.00. 406 BUCKEYE DITCHER, 10 ft. boom—\$1,550.00. Louis A. Wood, 2525 West Ave. 133rd., San Leandro, Calif. Phone: EL 7-2445. Reg. No. 572750.

DEEP FREEZE, Chest Type Frost Master, 3.06 cu. ft. Make offer. H. M. Stone, 477 Jean Street, Oakland 10, Calif. Phone: TEmplebar 6-4315. Reg. No. 999191.

80 ACRES FARMLAND—Lassen County - surveyed, cleared, level. \$8,000.00 total price with 10% down and \$72 per month at 6%. Ray Flaniken, 4409 Crestridge, Fair Oaks, Calif. Phone: 967-6229. Reg. No. 983216.

14' CHROME WHEELS - \$70.00. 3 TWO'S ALUMINUM VALVE COVERS—fits 277 to 318 cubic inch Plymouth - \$80.00. Harry Guynn, 202 Glen Parkway, Brisbane, Calif. Phone: JU 5-3525. Reg. No. 987347.

FIVE ACRES YOUNG WALNUT TREES, TEN BEARING TREES, YOUNG FAMILY ORCHARD. THREE BEDROOM OLDER TYPE HOUSE, IRRIGATION PUMP AND PLENTY OF WATER. Located within one-half mile of Lake. \$14,000 full price. Would consider large trailer house as part payment. George Cossey, P. O. 397, Upper Lake, Calif. Reg. No. 696695.

JOHN DEERE LOADER & ATECO RIPPER, 1400 hrs, \$3000, terms. H. G. Lloyd, 1755 Oak Park Blvd., Pleasant Hill, Calif. Ph. 934-6602. Reg. No. 369919.

TUBELESS TIRE, 7x17-5 (6 ply) Monitor Washer, Fireplace Screen, Barbells, Trailer Hitch, Electric heater, Clothesline reels, Desk and chair, Tool boxes, storage cabinets, etc. Edward D. Sylvain, 1609 Sunnyvale Ave., Walnut Creek, Calif. Phone 935-2904. Reg. No. 819275.

JIB 20-FOOT. Make offer. Lou Eck, 19943 Redwood Road, Castro Valley, Calif. Phone JE 7-8194. Reg. No. 346986.

GOLDEN RETRIEVER PUPPIES—AKC registered, finest show and obedience champion stock. Whelped Nov. 27; see and select now. H. Rossman, 2 Meadow Way, Fairfax, Calif. Phone: GL 3-0892. Reg. No. 1113124.

HOME & INCOME, 1-2 and 1-3 bedroom house and garages, on half acre. In sight of new Veterans Hospital in Martinez. \$16,000.00. Terms: W. A. Seemann, 139 Clipper Lane, Martinez, Calif. Phone: 228-1101. Reg. No. 251068.

BEAUTIFUL BICYCLE—Never been ridden, built for two. Will take \$50.00. Marvin Thomas, 211 W. 2nd Ave., Olivehurst, Calif. Reg. No. 540447.

SAWMILL—\$1,500.00. Diesel Engine for power. 2 man mill. Will cut 3,000 feet per day. Will trade for real estate. Ralph Kidwell, 21575 Norman Drive, Los Gatos, Calif. Phone: EL 4-2901. Reg. No. 947108.

HOME, 2 bedroom, hardwood floors, 6 years old, newly painted, real cute, extra lot, furnished or unfurnished, many extras, reasonable. Edward D. Sylvain, 1609 Sunnyvale Ave., Walnut Creek, Calif. Phone 935-2904. Reg. No. 819275.

CLARINET, 1961 Model, wooden like new. \$85.00 or best offer. Also Portable Emerson Record Player with records. \$15.00. William Spencer, 563 Lisbon St., Daly City, Calif. Phone: PL 5-7586. Reg. No. 373510.

MOBILE HOME, 1958 Paramount, 2 Bedroom, F.K. 10' x 47' Cooler, Washer and Alum. Awning Incl. 2½ years to pay. Move right in, corner space. Just the thing to work on Oroville Dam. George Bone, A's Mobile Oasis, Palermo, Calif. Space No. 32. Phone: 533-4630. Reg. No. 1027804.

FISHING BOAT—24 ft., 110 h.p. Chrysler marine eng., "Apelco" 2-way radio, double planked mahogany hull, cabin-sound, \$1,800.00 cash, firm, no trade. See at Kappas Boat Harbor, Berth No. 26, Sausalito. J. Naughten, 1127 Kearny, San Francisco, Calif. Phone: GA 1-8697. Reg. No. 1051539.

TRAIN, Lionel, H.O. gage, complete layout Cost over \$300.00. Sell for \$125.00. Frank Rees, 3406 Somerset Ave., Castro Valley, Calif. Phone: LU 2-5259. Reg. No. 657828.

TRAILER—Spartan, 43' x 8' ft., 1 bedroom, 1954 model, occupied by older couple, no children. New vinyl plastic Awning. Make offer. W. A. Seemann, 139 Clipper Lane, Martinez, Calif. Phone: 228-1101. Reg. No. 251068.

PNEUMATIC AIR CHAIN SAWS, 2-new, 5 H.P., 36" bar, Roustabout Crane, Hughes & Keenan, telescope boom, 5 ton, Model MC-4. Perfect condition. Any reasonable offer considered. H. K. Beasley, Rt. 3-3627 Greenbank Ave., Oroville, Calif. Reg. No. 750228.

14' FIBERGLASS RUNABOUT, 60 HP elec., 2 yrs. old. Fully equipped plus extras. Skis, lifebelts, etc. \$950 or trade for pickup. Bill Goatcher, 1199 Laguna, Concord, Calif. Phone: 682-3267. Reg. No. 662423.

1961 DODGE POLARA 4-DOOR SEDAN, Auto-Trans. Excellent Condition. \$1,500.00. 1951 CHEV. 1½ TON EQUIPPED TO TOW HOUSE TRAILERS. Low mileage on new engine and tires. \$250.00. C. M. McGinty, Rt. 1 Box 1581, Shingle Springs, Calif. Phone: 677-2052. Reg. No. 289149.

TRAILER COOLER, \$35.00. G.E. TV, \$65.00. 4 TRAILER JACKS, \$12.00. 27 FOOT TRAILER HOUSE 1958, \$1,800.00. 1960 CHEVY CAR, \$1,600.50. Call Mrs. Al Tafolla, c/o Spinning Wheel, Groveland, Calif. Phone: 962-7283. Reg. No. 553112.

COMPLETE SET OF SNAP-ONS HEAVY DUTY MECHANIC TOOLS FOR CAT AND SHOVEL WORK. George A. Wilson, 340 Grove St., Apt. 101, San Francisco, Calif. Phone: UN 3-6079. Reg. No. 592970.

PUMP, 15 H.P. with 150 ft. setting. Good condition. \$400. Roy Scorbrough, P. O. Box 156, Victor, Calif. Phone ENdicott 9-2963. Reg. No. 285495.

### TO SWAP

GLASSPARK FISHING BOAT, 25 hp Johnson Motor and Trailer, for car or guns. About \$350 value, Richard Cox, P.O. Box 122, Groveland, California. Ph: Worth 2-7293. Reg. No. 1011135.

### WANTED TO BUY

ELECTRIC HOIST, one-half or one ton capacity. Single phase current. Al Pierzina, 1054 Lindell Drive, Richmond, Calif. Phone LA 5-2165. Reg. No. 754237.

CEDAR RAPIDS CRUSHER, Portable. Walt Robinson, Route 2, Box 97, Crescent City, Calif. Reg. No. 1006648.

### RULES FOR SUBMITTING ADS

Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

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

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

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

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

Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

## MOVING?

So you will not miss one issue of Engineers News BE SURE to advise us of your change of address.

REG. NO. \_\_\_\_\_

NAME \_\_\_\_\_

OLD ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

Clip and mail to Engineers News,  
474 Valencia St., San Francisco 3, Calif.





# FINANCIAL REPORT—Operating Engineers Local 3

## UNION HAS GONE AHEAD FINANCIALLY

By AL CLEM  
Business Manager

In the adjoining columns you will find the financial statement of your Local Union for the periods Jan. 1, 1961, to Dec. 31, 1961, and from Jan. 1, 1962, to Dec. 31, 1962, inclusive. Our financial statements have been audited annually since 1957 by Price-Waterhouse Co., nationally-known firm of Certified Public Accountants.

The financial statement is self-explanatory, but it may be useful to add something on two items.

You will note a cash reserve set up for a building in Redding. This is because the new freeway route went through our old property in Redding, and we had to sell it to the State Highway Dept. for the freeway. We are now going ahead with plans for a new office in Redding.

There is another item on \$117,000 worth of low-interest bonds. These were converted and the money placed in savings accounts in 11 banks to produce a higher interest yield.

This financial statement covers the two-year period under your present administration.

I think you will agree that it shows your union to be in a healthy financial condition and that your business affairs have been well conducted.

Operating any union is a problem of sensible, practical balance—endeavoring to satisfy the wants and needs of the members as well as managing to meet all the financial obligations incurred in the union's operation.

Local 3, with 24,000 members in all or parts of four states, with in excess of 110 employees on the payroll, operating 21 offices, paying affiliation fees to 35 labor councils, and so on, is a big business.

Wherever possible we are trying to effect economies, such as changing to lighter automobiles that give us lower operating costs, and we will continue to seek out all such economies so long as they don't mean cutting down the amount or quality of service to the members.

Taking all these factors into consideration, it is a matter of satisfaction that we have gone ahead financially in these two years. It will be our objective to try to continue building up reserves so that the union can be sure of going forward in any future emergency, while keeping in mind the objectives of improving the quality of service to the membership as much as possible as we go along.

## Public Works Spur Jobs

WASHINGTON—State, local and federal projects approved under the emergency public works program are generating "approximately 200,000 man-months of direct employment," the Area Redevelopment Administration has announced.

Projects thus far approved involve \$144 million of the \$400 million appropriated by Congress, and the remainder would be committed by the end of November, ARA Administrator William L. Batt, Jr., said.

### OPERATING ENGINEERS LOCAL UNION NO. 3 GENERAL FUND STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS

	Year ended December 31	
	1962	1961
Cash receipts:		
Dues, initiation fees, withdrawals, etc.	\$2,234,576	\$2,043,406
Rents	89,233	89,023
Interest	24,616	16,977
Transfer from Defense Fund	81,132	18,000
Redemption of U.S. Savings Bonds, Series "K"	117,180	
Sale of Real Estate and equipment	79,694	3,462
Miscellaneous reimbursements	19,623	32,228
	<u>2,646,054</u>	<u>2,203,096</u>
Cash disbursements:		
Salaries, payroll taxes, etc.	1,094,566	942,337
Officers, Bus. Reps. and Ex. Bd. expenses	244,761	221,226
San Francisco and branch office expense	178,530	155,192
Per capita taxes to Int'l Union and Local Councils	441,596	439,644
Building operations	118,357	113,244
Purchase of real estate and equipment	105,717	89,990
Insurance	42,638	18,721
Other (Engineers News, professional fees, repair shop purchases, membership identification books and buttons, etc.)	116,230	125,251
	<u>2,342,395</u>	<u>2,105,605</u>
Increase in cash during the year	303,659	97,491
Cash balance at beginning of year	409,382	311,891
Cash balance at end of year	<u>\$ 713,041</u>	<u>\$ 409,382</u>

### STATEMENT OF GENERAL FUND ASSETS

	Dec. 31, '62	Dec. 31, '61
Cash:		
Commercial bank accounts and office funds	\$ 4,500	\$ 4,700
Savings bank accounts and certificates of deposit (including \$50,000 reserved for construction of an office building in Redding at Dec. 31, 1962)	708,541	404,682
	<u>713,041</u>	<u>409,382</u>
U.S. Savings Bonds, Series "K", due 1967-69, at cost (redemption value at December 31, 1962 - \$126,245)	\$ 130,000	\$ 250,000
Prepaid insurance and deposits	38,091	13,529
Investments in C.E.L. & T. Association Inc., at cost	125,000	125,000
Real estate and equipment, at cost, less accumulated depreciation	1,862,479	1,871,216
Fund balance	<u>\$2,868,611</u>	<u>\$2,669,127</u>

### BURIAL EXPENSE FUND STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS

	Year ended December 31	
	1962	1961
Cash receipts:		
Dues	\$158,545	\$147,159
Dividends	6,173	5,605
Interest	3,096	649
	<u>167,814</u>	<u>153,413</u>
Cash disbursements:		
Payments to beneficiaries of deceased members	156,000	133,500
Purchase of 52 shares of Pacific Gas & Electric Co. common stock		3,692
	<u>156,000</u>	<u>137,192</u>
Increase in cash during the year	11,814	16,221
Cash balance at beginning of year	153,205	136,984
Cash balance at end of year	<u>\$165,019</u>	<u>\$153,205</u>

### STATEMENT OF BURIAL EXPENSE FUND ASSETS

	Dec. 31, '62	Dec. 31, '61
Cash:		
Commercial bank account	\$ 73,133	\$ 65,990
Savings bank account	91,886	87,215
	<u>165,019</u>	<u>153,205</u>
Investment, at cost:		
Pacific Gas & Electric Co. common stock (market value at Dec. 31, 1962—\$105,379)	57,693	57,693
Southern California Edison Co. common stock (market value at Dec. 31, 1962—\$95,550)	49,269	49,269
Fund balance	<u>\$271,981</u>	<u>\$260,167</u>

### DEFENSE FUND STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS

	Year ended December 31	
	1962	1961
Cash receipts:		
Dues and initiation fees	\$152,396	\$ 53,506
Interest	11,897	9,550
	<u>164,293</u>	<u>63,056</u>
Cash disbursements:		
Transfers to General Fund for reimbursement of the Engineers News, legal, public relations, and safety expenses for the following periods:		
April 1, 1961 to June 30, 1962	81,132	
January 1 to March 31, 1961		18,000
Purchase of U.S. Savings Bonds, Series "H"	20,000	10,000
Other	4,359	657
	<u>105,491</u>	<u>28,657</u>
Increase in cash during the year	58,802	34,399
Cash balance at beginning of year	363,169	328,770
Cash balance at end of year	<u>\$421,971</u>	<u>\$363,169</u>

### STATEMENT OF DEFENSE FUND ASSETS

	Dec. 31, '62	Dec. 31, '61
Cash:		
Commercial bank account	\$ 68,550	\$ 39,470
Savings bank account	353,421	323,699
	<u>421,971</u>	<u>363,169</u>
U.S. Savings Bonds, Series "H", due 1971-72, at cost (redemption value at December 31, 1962—\$30,000)	30,000	10,000
Fund balance	<u>\$451,971</u>	<u>\$373,169</u>

### GOOD STANDING FUND STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS

	Year ended December 31	
	1962	1961
Cash receipts:		
Dues	\$26,513	\$25,661
Interest	2,725	1,939
	<u>29,238</u>	<u>27,600</u>
Cash disbursements:		
Payments of dues	27,014	20,156
Increase in cash during the year	2,224	7,444
Cash balance at beginning of year	88,005	80,561
Cash balance at end of year	<u>\$90,229</u>	<u>\$88,005</u>

### STATEMENT OF GOOD STANDING FUND ASSETS

	Dec. 31, '62	Dec. 31, '61
Cash:		
Commercial bank account	\$ 8,609	\$ 7,317
Savings bank account	81,620	80,688
Fund balance	<u>\$90,229</u>	<u>\$88,005</u>

## AGC Heads Hail Local 3 Safety Program

Continued from Page 1—

kind of meeting. The union had definite proposals to make. We have pledged full cooperation, and I have instructed our manager, Bruce McKenzie, to give us a full report on the practical aspects of the union's proposals."

### EXPLOSIVE PROSPECT

Speaking for the building industry, McKenzie said: "The AGC welcomes the union's safety efforts for both good business reasons and humanitarian motives. The forecasts of California growth indicate that construction will shortly reach a level of near-

ly \$3 billion a year in Northern California.

"When you sit here and think of activity on that scale and the number of new people who are going to be brought into the industry, you see a potentially explosive situation ahead with regard to safety.

"Construction employers, as much as anyone else, are concerned about the human cost of job accidents, about the toll in suffering and emotional loss when someone is hurt or killed.

"We also know that in our industry, where the margin of prof-

it is sometimes as low as 2 per cent, running a safe job can make the difference between profit and loss on the job.

"For example, I have before me a report on the construction company's compensation insurance experience rating. Six years ago it had a Standard Manual Rate of 108 per cent; today its rate is 71 per cent. That's a money saving of 37 per cent on this item of overhead, and it can be an important factor in bidding."

McKenzie had words of praise for Local 3's continuing safety effort.

"I really don't know of any other craft that has a full time safety man, like Local 3," he said.

"To my personal knowledge, Operating Engineers Local 3, especially in the last few years, has been the most active and seriously dedicated to safety among the groups with which I deal.

"They don't just talk about it. They're out there doing something every day. This idea of Safety Education Committees is another constructive step toward helping to save lives and to keep the boss in business. It will receive the immediate attention of the AGC Board of Directors."



# •Redding: McCloud May Take Up Slack

By J. B. JENNINGS and S. N. McBROOME

The \$91 million PG&E McCloud project is going on both Pit No. 6 and Pit No. 7. On both of the diversion tunnels they will be going three shifts very soon. Approximately 40 Operating Engineers will be working here when the job is in full swing. To date there are approximately 24 brothers working, and the going is rough due to the deep mud in the Pits. The job is approximately 32 miles from the Redding hall.

Shea Co. is moving their equipment to Big Bend to start facing off the 11-mile tunnel—so far they have only three men and one shovel working but expect to get underway the beginning of the new year. When this job is in full swing it will hire approximately 50 engineers. This company expects to rehire many of the men they had working for them on their last tunnel job.

**RIGHT-OF-WAY TROUBLE**

Harms Const. have not started on their job building access roads to the tunnel area—they are held up due to the Hearst Estate not giving them the right-of-way on their property.

Slate-Hall-Hamilton have dedicated their new freeway at Castella with just a little gutter and shoulder work left to complete. This has been a very good job for many of the brothers.

M. W. Brown Const. have completed their Beegum road job and are hoping to get the three miles of realignment of road soon to come up at Adin.

Stolte & Stephens' three miles of road at Cottonwood is 70 per cent completed. Ransome Co. is well underway on the Frederickson & Watson highway job between Cottonwood and Red Bluff, doing the sub-base with Fuzzy Tullos as superintendent. Vinneil Corp. are in their final stages on the Red Bluff 1200-foot dam. They have 14 brothers employed—mostly crane work.



**WHEN THEY SAY BROTHER,** they really mean it. These are the Thill brothers—brothers in Operating Engineers Local 3 and also as blood relations. From left to right: Lloyd, John, Rich, Bill, Les and Bob Thill. Their home base is in the Redding area, but wherever their work takes them, they always manage to keep in touch with each other. Our informants in Redding advise: "They are a bunch of roughnecks with soft hearts—a nice family."

## DAM LAYOFFS

Gibbons & Reed Co. are winding up most of the work on their dam jobs. This layoff has put many men on the out-of-work list. We are hoping that, weather permitting, many of these brothers will get some work on the McCloud project.

New work in our area includes the new freeway job between Anderson and Redding and also the new freeway bypassing Red Bluff. These jobs are expected to be up for bids in February. Also the highway jobs due up for bids in Siskiyou and Modoc counties the beginning of the year.

We would like to thank the members and their families for making this district the top district for blood donations. The Irwin Memorial Blood Bank of San Francisco has Redding listed as one of the outstanding throughout our area, including Utah and Hawaii.

## USE YOUR PAPER

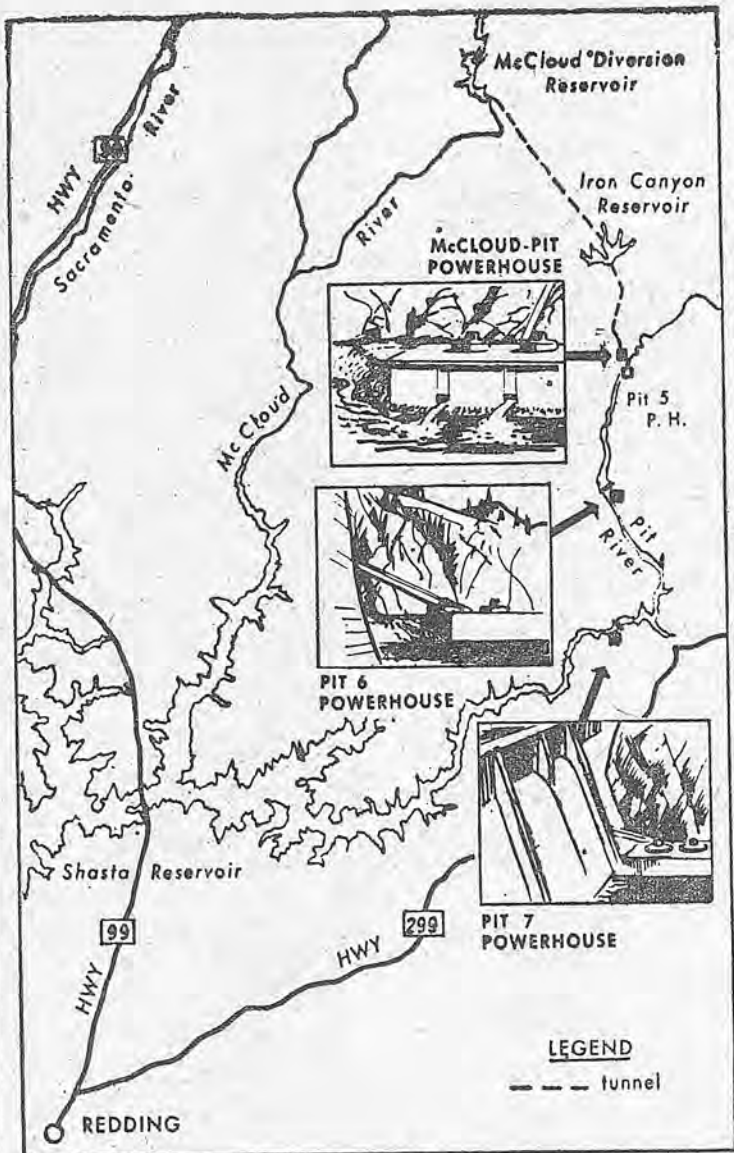
ENGINEERS NEWS is for the convenience of the membership of Local 3. Any of you brothers who have anything you want to swap or sell, just bring the article to the nearest Engineers' Hall, and we will be very happy to publish the article for you. Also any ideas you may have on safety will be greatly appreciated.

Your Grievance Committee meets every Thursday from 7:00 p.m. to 9:00 p.m. The Grievance Committee members are Cliff Martin, District Executive Board member and chairman, Wayne Coleman, Dale Bryant, Don Hart and Jim Jennings, secretary.

We are still holding checks for the following brothers: William R. Horner, Albert Shrophire, Edward Foreman, Edward J. Evans, Cecil Francis, F. Corbit, Kenneth Coonce, Charles Pierson, E. D. Baker, Frank Skala, J. B. Gray, W. McIntosh, B. F. Plunkett and W. Hancock.

Tuberculosis can be cured if found early and treated promptly.

# Biggest PG&E Project



This map shows the location of the McCloud-Pit hydroelectric power project on the Pit and McCloud Rivers in Shasta county, California, the biggest hydro project ever attempted by Pacific Gas & Electric Co.

The \$90 million project will comprise three power plants, four reservoirs, two tunnels (three and seven miles long) and a mile-long penstock.

When completed, it will add another 330,000 kilowatts of generating capacity to the Pit River drainage area, for a total capacity of 733,400 kilowatts, topping the Feather River by some 70,000 kilowatts as the busiest power stream in California.

Completion of the project will take three years, during which an estimated \$20 million will be spent on payrolls.

The four reservoirs will store a total of 109,400 acre feet of water, covering 1,775 acres, and will be open to the public for recreational uses.

# Boom Shaping Up for Benicia

By AARON SMITH

With the closing of the year 1962 at hand, all in the Vallejo area is very quiet. Several companies closed until after New Year's, putting many brothers on our out-of-work list. Weather permitting, some of the companies scheduled Jan. 2, 1963, as a restart date.

Spectacular fire roared through a large portion of the Solano Iron & Steel Works office at Sears Point Road & Broadway early Christmas morning. Office supplies, records and equipment, including new equipment scheduled for installation in the shops, were destroyed. Cause of the fire is as yet undetermined. Damage is estimated in the thousands.

**A LOOK AT '63**

The freeway job connecting with the present Gordon Ball job at Vacaville on Highway 40 is to be let early in January, 1963.

Since the phasing-out of Benicia Arsenal began some 18 months ago, the consensus has been Benicia would stay a small town. But with the completion of the new bridge, it seems that there are many possibilities for a real boom town.

H. R. Watchie & Associates of Seattle, owners of 7,000 acres of residential property in Benicia, have signed contracts on more than \$50 million of land purchases with the Centex Construction Co. of Dallas, Tex., one of the nation's largest builders. In a joint announcement, H. R. Watchie and Tom Lively, president of Centex, said the Texas firm would be responsible for the construc-

tion of homes and Watchie for land development at Benicia.

A total of 1,500 homes will be involved in the first phase of the 12-year project, with approximately 750 residences scheduled now. Construction will begin the first of 1963.

The Benicia development, to be called Southampton, lies in and north of Benicia. Long range plans call for construction of 13,000 homes there, accommodating a community of approximately 50,000 persons. It will be a fully planned development, including schools, parks, neighborhood shopping centers and carefully zoned commercial activity.

**GROWTH POTENTIAL**

The decision to go ahead on the first phase of the program was based on exhausting engineering surveys and market analyses which showed the growth potential of Benicia. The program marks the introduction of Centex to Northern California. The building firm is connected with the Clint Murchison industrial empire, and has been described as the nation's first home building company.

A major portion of the construction at Benicia will be performed by local subcontractors and local work forces, according to Centex President Lively. Local financial institutions, brokerage firms and other local agencies also will be utilized.

Watchie and Centex stressed that other home builders in the respective areas will be invited to participate in the development as the projects progress.

Centex projects similar to this

one in Benicia have been successful in other parts of California, Illinois, Idaho, Oklahoma, Indiana, Arkansas, Kansas, Louisiana, Florida, Hawaii and Puerto Rico.

**MORE AFOOT**

More on Benicia: Rumor has it that a 13 million dollar ore reduction plant is scheduled for Benicia, and more rumor is that three major companies have been dickering for the sale of Benicia Arsenal as a complete unit.

Southern Napa rumors are that a major electronics firm is trying to purchase 21 acres at Napa County Airport. If this comes to pass, it will employ approximately 2,000 employees of all sorts.

Bids to expand the Vacaville Medical Facility are under way for June, 1963. In addition to this, within the next five years plans for this Facility are in excess of 10 million for new construction.

Plans are now being discussed to deepen the channel of the Napa River to Napa to accommodate large craft.

No starting date has been set for the 19 million Cheltor Chemical plant at the foot of Ryder St., in Vallejo. But it should be before June of 1963.

Completion of the bridge at Mare Island across the Napa River in 1963, should bring about the letting of the 4-lane freeway at Sears Point Rd. and to the Marina Vista.

To date several small contracts have been let, so should have some work for January and February to take some of the slump off the beginning of 1963, until major projects start.



# Safe Practice— What It Means

Continued from Page 1—

mined that most accidents are caused by a human failure, a mechanical failure or a combination of both. Then it is evident that much good can be accomplished if our efforts are directed at these two points.

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**TODAY IN CONSTRUCTION** many of our accidents are in some way connected to the many pieces of construction machines in use. The machine is only as dangerous as man makes it.

We could go from this point and review the many unsafe practices we see daily and say to the workman, "Do not do this"; "Do not do that." "This should be done in this manner," and "That should be done some other way." Regardless of what safe practice rules we may establish, we cannot expect results if the worker fails to develop an accident prevention consciousness, and the employer and employee are not conscious of the joint responsibility. With the development of an accident prevention consciousness, safe practices by the worker will come naturally.

How do we develop this accident prevention consciousness? First, we must develop in everyone everywhere an understanding of the fundamentals—and they are simple—of the means by which accidents can be prevented.

When industrial accidents occur and a workman is injured or killed, no one gains. Everybody loses; employer, society, the injured workman and members of his family, all suffer losses which never can be replaced. Even if the worker receives compensation provided by law, he still loses, because it is usually inadequate, and remember, there is no amount of money that can compensate for injury or death.

The destruction of human values is enormous. It is impossible to make anything like an accurate summation of the total loss by industrial accidents.

\* \* \*

**IT IS TRUE** that no man likes to see another man suffer. Then why does he? If no man likes to see another man suffer, then why do industrial accidents in each year exact so great a toll in death, in misery and in broken homes?

In the case of industrial injuries, one very real reason is that the desire is not strong enough. That is true of the worker; it is true of the employer. Sure—no man likes to see another man injured, but what does he do to prevent it? Is it because it is too much trouble to think for a minute? Is it not thoughtlessness? Do not misunderstand. This is not the only cause of accidents, but it is a great one, and one of which workers and employers alike are guilty. Most times they have so many things on their minds—some important, some unimportant—that they do not take time to think.

Some accidents do not result in physical injury. Others do. But whether accidents with injury, or accident without injury, they come from failure of some sort. Human failures and unsafe acts go hand in hand. Without one it is rather hard to think of the other.

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**LET'S LOOK** at a few unsafe acts. A worker stands beneath a load. Another does not wear a hard hat. A third worker fools with a pal or with a machine. All of these unsafe acts have resulted in injury, and at first glance it seems that the worker and the worker alone is guilty. In a sense that is true. He knows he should not stand under the load; he knows he should wear a hard hat. Certainly he knows that he should not fool with machinery or with a pal. He is thoughtless, that is all.

This being true, let's look further. Let's ask another question. Did the employer or another worker see him? Or the employer's superintendent or some other representative? If he did, did he do anything about it?

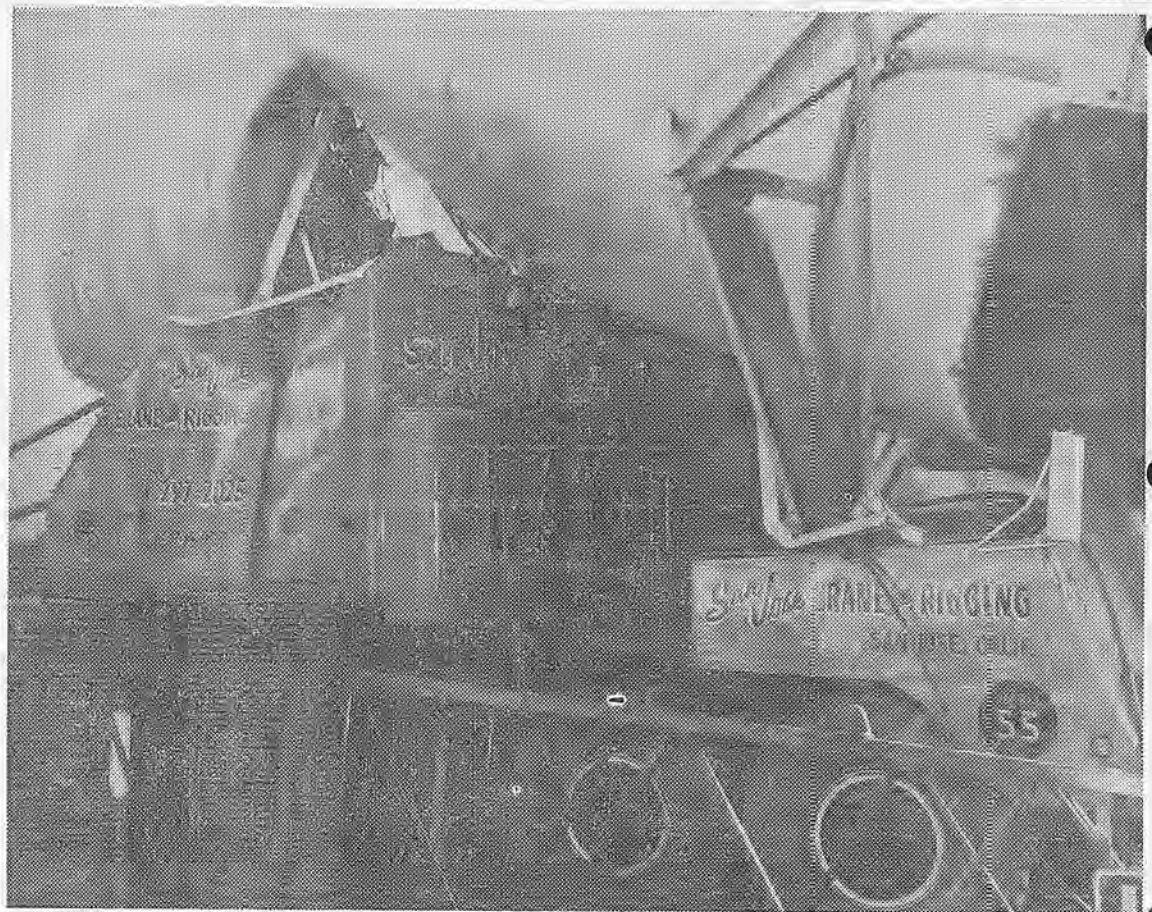
If the employer or another worker did see these unsafe acts and did nothing about them, they cannot escape responsibility. If injury followed, they must share the blame. Insofar as they can protect other workmen and keep them safe from injury, they might be termed their brother's keeper, and to the extent that they do not save them from harm, they are rather poor keepers. And they are not very good keepers on their own account. Every injury costs something in time and money. If the injury is caused by an accident that damages a machine, then the cost is even greater.

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**ACCIDENTS GREAT AND SMALL** send costs up and slow jobs down, and if costs go high enough, and jobs are slowed down enough, the employer will find himself unable to compete successfully for new work, and the workmen will be out of a job. The wise and careful employer cannot afford to permit his workmen to get hurt.

It is estimated that 70 per cent of the accidents on construction are preventable. Preventable by whom? It is hardly necessary to ask that question. It has already been answered—by the employer and the worker.

Safe practices may be considered as mere rules, and we as Americans do not like rules. We look upon rules as something that take away our freedom of action. We feel that rules rob us of a God-given right to do as we please. We



**TWO MEN WERE LUCKY**—they walked away from a serious accident which left the damage shown in the two photos above. Tom Bristow, one of our old, experienced operators, was at the controls of this 45-ton Bay City crane with a 120-foot boom, with Bert Miller as his oiler. They were working for San Jose Crane & Rigging Co. at the San Jose city corporation yard, dismantling an old 80-foot steel tank, when the tank crashed down on the almost-new rig, smashed the boom, crushed the cab and generally wrecked it. Engineers are still trying to figure out what caused the mishap, but it should be a reminder to all that even with an expert crew on a new machine, accidents can happen.

think them unjust, unnecessary and unreasonable. We do not like discipline, either.

The employer has a job to do. He wants to make money. That is the one reason he is in business. One very good way to make money is to finish the job as quickly as possible. To finish the job quickly he must have higher production, and to have higher production he must have a small number of accidents and physical injuries.

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**RULES OF SAFE PRACTICE** should be written with a purpose, and the purpose should be clearly made known to the worker. Safe practice rules have but one purpose, and the purpose should be clearly made known to the worker. Safe practice rules have but one purpose—to avoid injury. Never should the worker for a single minute get the notion that the employer makes safety rules for the sole purpose of making a profit. Remember, the employer and employee who, through safe practice rules, keep the number of accidents and injuries low, make more money than the ones who do not.

Safe practices mean greater profit to the employer, prevent suffering to the worker and his family and insure uninterrupted employment. Accident prevention is a joint responsibility. The worker must accept his. Operating Engineers must make accident prevention a part of their training. An unsafe Operating Engineer is not a qualified Operating Engineer. As Operating Engineers, you have a greater responsibility than other workmen. Protection of other workmen in and around the machine you operate is your responsibility. Accept it. Perform your every duty in a safe manner.

## Disputes Plan A Success

WASHINGTON.—In the first 10 months of its operation, the AFL-CIO's Internal Disputes Plan has chalked up a record of settling complaints through mediation, Pres. George Meany reported to the Executive Council.

Of the 142 cases filed under the plan, 100 have been either settled by mediation or are still in the mediation process. Impartial Umpire David L. Cole has made 31 determinations with seven cases still pending.

## PROFIT SHARING

DETROIT.—Production workers at American Motors Corp. plants will receive nearly \$9.8 million in group and individual benefits under the "progress sharing" plan negotiated last year by the Auto Workers.