DAS Chief Pleased by Program

The Operating Engineers' Northern California apprenticeship program presented the State Division of Apprenticeship Standards with a problem it had never faced before, but with cooperation all along the line—between Operating Engineers Local 3, the employers and the State agencies—the problem is being licked.

That's the word from Charles F. Hanna, Chief, California Division of Apprenticeship Standards.

In the other apprenticeable construction crafts, programs were started locally, on a small scale, and developed to full scale over a period of time. The Operating Engineers was the first building craft to start a program from scratch on a 400-count scale, and problems inevitably were encountered.

INSTRUCTION

There was, for example, no ready-made classroom instruction course for Engineers. At the beginning, the related instruction classes were, as Hanna put it, "going off in seven different directions." Finally, a basic outline for the classes was developed, and the program started picking up momentum.

"Now," says Hanna, "we are really under way."

Fortunately, the Operating Engineers' program was able to profit from the experience accumulated in other craft programs, and it had the advantage of being "honed," meaning that it was ready for a test run.

At Redding Cememtery: Standing on the future site of Local's new headquarters building in Redding and examining the architect's drawing of the structure are Local 3 officials and other participants in the groundbreaking ceremony. Left to right: Vice President Jerry Dowd; "Red" Wilson, Redding businessman; Rec. Corr. Sec. W. V. Minahan; Dist. 7 Executive Board Member Cliff Martin; Business Manager Al Clem; Walter Reed, State Div. of Highways; Fin. Sec. A. J. Hope; Shasta County Supervisor John Perez; Architect William Clabough; Pres. Paul Edgecombe and Conductor Don Kinchloe.

Apprenticeship Plans Rolling

Any organization is only as great as its future. The future of Operating Engineers Local 3 is going to depend in increasing degree on its Apprenticeship program, because only through a modern, uniform, supervised training program can we be sure of having enough—and well-enough trained—craftsmen in the future.

This issue of ENGINEERS NEWS features the Local 3 apprenticeship programs for Equipment Operators and for Chiefs of Party, now well into their second year.

Party Chief Program

Nowhere is skill more important than in the highly technical and extremely responsible craft of land surveying, and it is this fact which spurred Operating Engineers Local 3 and the Bay Counties Civil Engineers & Land Surveyors Assn., Inc., to agree on an apprenticeship program to develop fully-trained "chiefs of Party," which is the surveyor's term for top-flight journeymen. With such a program, an Apprenticeship program was incorporated into the collective bargaining agreement, and the Northern California Surveyors' Joint Apprenticeship Committee for Chief of Party was constituted on Sept. 14, 1961.

Heading the JAC presently are Art A. Pemehahker, Local 3 business representative, chairman; Floyd Legen, former local business representative, co-chairman; and Join Man inconsistency, manager, secretary.

For JAC members are: for management, Charles Brevin, Robert W. Held, Brainard Plch, and Marvin NIchol, and, as alternates, Phu Fuchs and Leroy Martin. For the union: Dale Marc, George Simen, Paul Edgecombe, A. J. Hope and Jerry Drew, and, as alternates, Bill Raney, Fran Walker, and Howard Wynn.

STANDARDS ADOPTED

With participation of the State Division of Apprenticeship Standards, a set of apprenticeship standards for Chief of Party was adopted which provides:

The training period shall be four years, with 8,000 hours of on-the-job training and at least 144 hours of related classroom instruction each year.

In order to be accepted as an apprentice, a young man must have a high school diploma or accredited equivalent, must be at least 16 years old (unless he has a high school diploma at a younger age) and not more than 25 years old. An apprentice must be physically able.

Training Operators

Apprenticeship for Operating Engineers has been talked about for two decades or more, but the program was actually started for the 40 counties of Northern California in September 1961.

Principal partners in setting up the program have been the California State Division of Apprenticeship Standards, the two leading industry associations—Associated General Contractors, Northern & Central California Chapter, and Engineering & Operating Contractors' Asso.—and Operating Engineers Local 3.

MAIN COMMITTEE

After initial studies undertaken by a joint labor-management committee with the aid of Local 3 Business Manager Al Clem and Gilbert O. Denmark, consultant for the Division of Apprenticeship Standards, a Joint Apprenticeship Committee was formed.

This committee is headed by Arthur (Bano) Halvins, a contractor, chairman; Local 3 Pres. Paul Edgecombe, co-chairman; and Dale Marc of Local 3, secretary.

6500 HOURS

Other employee representatives were Don Gilen, Donald M. Grant and William Blair for the AGC and Charles Hudson for EGCA. Hudson has since been replaced by W. Galen Elbridge. Other union members on the JAC are A. A. Pennehahker, George Simen and T. J. Stapleton.

First step was developing a set.

All Bets are Off

As we go to press, Pacific storms have changed the weather picture given in most of this issue's area reports. More on this in the next issue.
Ernie Nelson

Ernie Nelson, Local 3 District Representative for the Sacramento area, is a man who has worked in the construction industry most of his adult life and who has been a member of Local 3 since 1943.

Nelson, a native of California, worked as an operator on rails, cranes and rubber-tired equipment until March, 1963, when he was appointed a Business Representative in the Sacramento area. He moved up to District Representative two and a half years ago.

Family Affair

The union is really a family affair to Ernie, as two of his three grown daughters are married to members of Operating Engineers Local 3.

Jennings was a Trustee in the Sacramento-Yolo Building Trades Council and is also on the Board of Directors of the C.E.L. & T. Association which manages the Sacramento Building Trades Temple. He has been a delegate to the Four Counties Building & Construction Trades Council for the past four years.

Jennings attended the General Conventions of the Operating Engineers International Union in 1956 and 1960 and has been a delegate to the AFL-CIO convention.

He has taken an active part in the last two elections of Governor Pat Brown and was co-chairman of the Building Craftsmen for the re-election of Governor Pat Brown. He is also a member of the Governor’s Industrial Safety Conference.

There’s no way to be absolutely sure that a young man seeking to be apprenticed in a given branch of the Operating Engineers’ trade is going to make a first-class journeyman, but with cooperation of the California State Employment Service, a program of aptitude testing has been developed that will greatly improve the likelihood of picking the right candidate.

Assign’d to work on this problem with the Joint Apprenticeship Council are Operating Engineers in the 40 Northern California counties is Grant H. Hitchcox, O.N.E.S. occupational analyst.

An aptitude test battery for Heavy Duty Repairsman has been prepared, with the cooperation of the Employment Service and various other test agencies, and the job readiness tests will be used by persons seeking to enter the trade. Questions range over a variety of intelligence areas, with tests measuring general intelligence, verbal aptitude, mechanical aptitude and some utilized special equipment devised for such testing.

Among the various aptitudes, those ‘thought to be of most importance to the trade, but it is telling something about his personality, his character, his physical characteristics and all of which have great bearing on his future in the trade.

The Joint Apprenticeship Sub-committee has agreed to weight these factors, and the final decision on the suitability of an applicant has to be made by them on an all-around basis.

But, Hitchcox adds, the aptitude tests do have one disadvantage. He points to the “Glenius plus” group of heavy duty repairsman who have been taking the aptitude battery in recent studies, if they had taken these tests at the start of their careers, 99 out of every 100 workers would have been weeded out, and 81 percent of those who remained would have been rated good workers.

Gives Results

Another way to appraise the worth of aptitude testing is to examine the experience of tradesmen now using it, such as the Carpenters, who have been using tests to screen apprentices for the past three years. Since starting the testing program, the rate of dropout of apprentices completing the program has doubled.

Hitchcox said the journeymen’s and apprentices’ test battery is designed to detect the unprepared. Statistical study of the tests gives some indication of the aptitude of a candidate to his trade, but an unprepared man was weeded out directly and the cutoff scores. “Obviously,” says Hitchcox, “this was more than a coincidence.”

Just a Tool

Hitchcox emphasized that aptitude screening of apprentices can never be a final solution to the general problem. It measures the potentiality of the would-be apprentice, but it tells nothing about his personality, his character, his physical characteristics, and it is not a reliable test of the aptitudes turned out to be intelligence, Spacial Aptitude and General Knowledge. A statistical study also set the minimum necessary scores in these aptitude tests.

This study, according to Hitchcox, “has provided a concrete demonstration of the scientific validity of occupational testing. After the test had started, it was learned that the State of Tennessee was also conducting a study of aptitude requirements for the same kind of work. Both studies were carried out independently. When the final results were reported they were not just similar—they were identical, as to the aptitudes required, the cutoff scores and the ranking disabilities and the cutoff scores.

There’s no way to be absolutely sure that a young man seeking to be apprenticed in a given branch of the Operating Engineers’ trade is going to make a first-
Operators Apprentice Program Is Growing

Continued from Page 1—

of State-approved standards. It was decided that for purposes of apprenticeship, training of Engineers breaks down into four distinct fields: (1) universal op-, (2) heavy duty repair-, (3) plant equipment operator; (4) grading and paving equipment operator.

For each of these categories, the JAC set up a three-year training schedule requiring 2,000 hours of on-the-job training and not less than 544 hours each year of related instruction. To assure adequate work experience for the trainees, the standards call for that the job hours must include specified amounts of time in each major type of work in the apprentice’s field.

Candidates for apprenticeship must be between 18 and 25 years old, high school graduates. A progressive wage schedule for the apprentice is set up, starting with 70 per cent of prevailing journeymen’s scale for the first six months and going up 5 per cent every six months so that the apprentice is earning 90 per cent of scale in his final six months.

ADMINISTRATIVE OFFICE

In the early stages of the program, before there were enough funds to sustain an administrative office and staff, Business Manager Clem assigned Danny O. Does of the union staff to work full time expediting the program and made an office and staff available to help with union expense.

Employer contributions of 4½ an hour became effective in June, 1962, and to go 1 an hour next June under the current five-year agreement, and since October 1, 1963, the Operating Engineers Apprenticeship Fund was set up by Northern California Counties now has its own office at 416 Valenti St., San Francisco, with Does as Administrator and C. L. Van Winkle as assistant Administrator.

Because of the wide area covered, it was necessary to start in main centers closest to the Bay Area, with the intention of expanding farther out as soon as circumstances permitted.

Sub-JACs were established in Oakland, Sacramento, San Jose, San Mateo and San Francisco-Marin to oversee the program in the local areas.

FIVE SCHOOLS

Classes for these areas were established, with three schools: Oakland City College, Lanny campus; San Jose City College, Colma campus; San Mateo College; John A. Connell School, San Francisco, and America River College, Sacramento.

At the present time, there are nine apprenticeship classes in the four Operating Engineer categories, with 202 apprentices being taught by qualified members of Local 3. The apprentice instructors presently involved are:

Oakland—Mark Markeis, coordinator, P. H. Burtis, Norman Yassany, Bill Holloway, Ted Mason, Herb Post, and Orville Overbey.

San Jose—Rod Clendenon, coordinator, Ed Middleton, Primm Simmons, William H. Robe, Vern B. Christensen, and George Catheberry.

San Mateo—Bernie Gjer, coordinator, Joe Brown, and Vernon Sein.


SACRAMENTO—Hugh Phares, coordinator, Eugene McKeen, and Charlie Murphy.

Sub-committees

Serving on the area Sub-Joint Apprenticeship Committee are:

Oakland—For management, George Banco, chairman, and Jack Savino and George Young (alternate); for the union, Don Kuelken, secretary, Fran Waltner and Norric Casey (alternates); consultants, Clyde Hammer, Div. of Apprenticeship Standards, and Mark Markeis, Oakland City College.

Sacramento—For management, L. E. Nolan, chairman, and Amar Harris; for the union, Ed Harne, secretary; William Marx and Clem Hooyer (alt.); consultant; William A. Burke, DAS.

San Francisco-Marin—For management, William A. Chiari, chairman, and C. D. Matsu; for the union, Jerry Dow, secretary, and E. DuBois; consultants, Eugene P. Janvier, DAS.

San Jose—For management, Harry J. Sorensen, chairman, Ed Barr and Frank Pinaco (alt.); for the union, A. J. Hope, secretary, Mike Kyes and Bill Sulberland (alt.); consultants, Mel Schwartz, and Bob Clendenon, San Jose Unified School Dist.

San Mateo—For management, Glen Y. Atkinson, chairman, Gerald Wue, chairman, and Frank Perez; for the union, Bill Haney, secretary, Dan Matulonis and Jim Daniels (alt.); consultant, Rod Smith, DAS.

FREE MOVEMENT

An important feature of the Apprenticeship program, resulting from its 46-county scope with central control and centrally located records, is that the mobility of construction work is no longer a problem with apprenticeship. The main thing is to keep the门口 apprentice’s field of work. It is not for the apprentice to fit into the Apprentice’s field of work.

Currently, the training of Business Manager Clem, local advisory training committees, and the Apprenticeship program is being expanded in various areas to inform members about training opportunities within the organization as the first step in expanding the Apprenticeship program to new areas.

Meetings of these committees have already been held in Santa Rosa, Redding, Eureka, Marysville, Stockton and Fresno with the purpose of setting up sub-JACs in these areas. It is estimated that programs can be opened up within the next few months in the Stockton and Marysville areas and as soon as possible thereafter in the rest of the 10 California districts of Local 3.

Business Manager Clem urges all apprentices to get in touch with the bargaining officers in their local about the program. Is there a job in another ;
MEMO FROM THE MANAGER'S DESK

By AL CLEM

DURING THE PAST MONTH I attended the District Meetings in Eureka and Redding, both of which were interesting and well-attended. It was a pleasure to talk with the brothers in those areas. I am certain that we at Headquarters are all enthusiastic about the work picture for the coming season.

I'm extremely sorry that I couldn't attend the Oroville District Meeting, due to the fact that the Executive Board of the Western States Conference of Operating Engineers was meeting in Las Vegas, January 18 through 20, and it was necessary that I be present.

THE WESTERN STATES CONFERENCE was attended by representatives of all the Engineers' local unions in the 10 Western States as well as by people from local unions all over the country.

This time we had the privilege of having with us General Pros. Hunter P. Wharton, Gen. Sec. Trust. Frank P. Converse and the entire Executive Board of the Western States Conference. Many of you may know that the president of the Western States Conference is Intl. Vice Pres. Jack McDonald of Seattle, and the Secretary is no stranger to us of Local 3—Inf. Vice Pres. Mike Krainick of San Francisco.

We heard some very interesting speakers on vital topics, among whom were Joseph O'Donnell, director of the Harvard University Trade Union Program, Morris E. Skinner of the U. S. Bureau of Apprenticeship & Training, speaking on the Manpower Development Act, and representatives of the Air Force, who gave us important information about the missile program.

General President Wharton's address, which touched on safety programs of the local unions, was also a high point of this session.

Operating Engineers Local 12 and Stationary Local 501 of Los Angeles were hosts for this conference, and they did an outstanding job.

We had our full delegation at the conference. Those of you who attended the Western States meetings are extremely valuable to us. The officers, executive board members and agents who are charged with the responsibility of keeping things going in their everyday work of serving members of our Local Union.

It should be said, also, that each of those Western State Conferences seems to be better than the one before, and it is our hope that all of you, our delegates to that conference, will make the effort to learn what is happening elsewhere. We find that the more the problems are encountered in all the areas, and the more we are touched on safety programs of the local unions, the more we are sure that such efforts will be valuable in their everyday work.

As you will note, this month, ground breaking ceremonies were held in Redding for our new building there. I was present at this ceremony, and I am sure that when this building is completed, all of our Engineers will be able to be proud of the building they own in Redding.

In order that our agents may be equipped to do a better job for the membership, we are currently holding a series of seminars at the San Francisco headquarters for all of the mainline Business Representatives.

There are three sessions, each of three days' duration, starting January 28 and running through February 6. Subjects covered include contract negotiations, methods of policing agreements, MIEP procedures, job safety, apprenticeship and related matters, with outside speakers from agencies such as the Division of Industrial Safety, the Division of Apprenticeship Standards and so on.

There will be exchange of ideas between the officers and local union staff and the representatives in the field on how we can develop more effective ways to serve the membership.

IT IS GRATIFYING to be able to report to you that the meetings of the Safety Education Committees in the various districts are drawing many of the Brothers and seem to generate a great deal of enthusiasm in those who attend.

This is a volunteer, educational program. We are sure that everyone who attends will learn something, and perhaps by attending will be able to pass on ideas to the officers that will be beneficial to the union and its members.
Mechanization in construction is carried to a fine point with this trio of rigs McGuire & Hester is using to trim, pave and finish the new South Bay Aqueduct.

The Trimmer

The Slipform Paver

The Finishing Jumbo

North Bay Work is Holding Up

By J. Y. STAPLETON and STAN GARRER

The work situation in the North Bay area is holding out fairly well considering the time of year and no big jobs starting up. It seems to be predicated on the weather, the decent weather holding out, it finds jobs of considerable size running and managing to keep quite a few brothers gainfully employed.

As this goes to press we learn that Peter Kiefer is low bidder on the interchange where Hwy. 101 meets State Rte. 37, north of Hamilton Field. This amounts to about $4 million and is expected to take over a year to complete. Construction is to start in the spring and be completed in the summer of '64.

NOVATO JOB

We are waiting to have a pre-job conference with Syur & Hartman & Gordon H. Ball, Inc., who was awarded the Novato job at a cost of $3,029,206.

We wish to call to your attention that these men have returned to work, as it will help us keep the out-of-work register up to date. We believe in this matter will help all concerned.

The Health & Welfare booklets are available — you will note the enrollment card in the back — please fill out and mail to the Health & Welfare office. Also in the booklet is a book of labor cards — punch this cut out and carry in your wallet.

REUNION

1960 Disability Insurance Reunions:

You are entitled to claim a refund if you worked for two or more employers during 1962 and:

1. Received more than $1,400 in wages during the year for work in California.
2. Had deductions for disability insurance (either State or Voluntary Plan) taken from your wages.
3. The total of all deductions exceeded $41.

In addition, forms are available from any Dept. of Employment office or at your union office, for this refund must be filed during the period January 1 through July 1, 1963.

More year cards for 1960:

Following brothers have joined the year '63 membership with this office:


Our thanks to Brother Peter Voutzinos for making time to donate to our Blood Bank.

Rap 'Work' Drive

AUGUSTA, Me. — A petition drive to secure a new 'work law' in Maine has been sharply denounced by the Republican state legislature, which has voted for a new law to help stabilize the labor and industry.

Gos. John H. Reed charged that the legislation for a new law on union shop agreements has been "from the outside state and warned such a law would create "unrest and disorder" in labor-management relations.
Frozen Utah Is Hopeful for '63

BY JAY NEELEY, MELVIN ROWAN, JOHN THORNTON, VANCE ADDOTT & LAKE AUSTIN

Just in case the brothers didn't know it, winter is here in a big way. The temperatures this month are keeping many off the payroll.

We still haven't had much snow, but the low temperatures have kept many of the State of Utah only has about 45 percent of the normal waterfall. It is feared that the fire hazard will be very bad later this year.

The boys still working in the Salt Lake City area are Bob Wehner Construction Co. on the Kennebec building and the Saltman Bridge job, with some of our Brothers able to get a little more than unemployment benefits. Invert is still having a bit of a go at it, mostly in the working on the rebuilding of Ogden in spite of the 30-degrees below zero. King Construction Co. have been working on a job which has put some men out of work.

W. Clyde's job on the Wilbur Bay had to shut down completely, but should get under way again. It is hoped as soon as the weather moderates and they can get their haul roads ready.

Strong Construction Co. and General Contractors Co. are still going strong on their regular jobs in spite of the weather.

File Construction Co. only had a few weeks left on their highway job at Brigham City when the cold weather hit, forcing a shut down. However, the Products division of File Co. still has a good crew working on the gravel plant and the shops in Brigham.

W. Clyde's job on the 5th and 6th Street Construction Co. and Sand & Gravel Co. still have a few of our Brothers working on the job, the full crew and a full crew in their Sand & Gravel and shops.

Now that the snow looks as though we will have a very good year in the northern part of the State, with a few good months to start the Spring season out with.

PROVO AREA

Plumbing fixtures in the --10 and 12-degree range put a stop to nearly all the work that was going on. J. M. Simaon & Sons Co. at Blackrock are still moving at a reduced pace with plumbing fixtures, but the job has not shut down.

W. W. Clyde Co. are starting on their Leeds job, but have not cranked up at Harrington Junction. This firm has the appearance of being the only company who are working on their two small jobs this week on Highway No. 29 west of Salt Lake City. This is due in part to the concrete structure on Interstate No. 15.

L. A. Young Sou Co. has a small job straddling the Arizona line near Page. Even here in the banana belt they are having their problems with snow and frost. Glen Canyon Dam has cut off the Mohave Power Company was forced to stop production until it warms up.

PLOWLOADERS

This year is also the termination of our current agreement as well as some others. We would at this time like to encourage the members to meet each other and influence those who are working in the industry and riding on our contracts without the benefit of the negotiated agreements in the Operating Engineers and in the States of the United States Americas.

It is a fact that each non-member is like a cracked link in a chain that can give way and break down under the strain of contract negotiations causing us to fall short of getting benefits we would otherwise.

Leisure Town

A New City

Springs Up

In Solano

By AARON SMITH

Syr & Harms are keeping many of the Brothers busy in the Solano area on their various projects in Vacaville, Fairfield, and Vacaville areas. Among these is a small private project which we have mentioned before.

This is a multi-million dollar venture in the form of an all-steel building with precision in the construction and an increase in population without the labor disputes of the past. The new public and private schools for other municipal services associated with the new city.

The new city of Leisure Town, in Vacaville, is on Highway 69 just east of the Nut Tree restaurant.

SPECIAL FEATURES

Leisure Town is created for and restricted to couples of retirement or non-retirement age. We believe that all school age children are still being accepted although there are no restrictions on realestate for either children or so long as they are not permanent residents.

It is estimated that more than 1,000 families will take advantage of the model homes in the first 10 days, some of them so far away as San Diego, and other homes are coming from as far as Alaska.

Every home, apartment and house in the city is equipped with refrigerated air conditioning and perimeter forced air gas heating. In addition, the homes have steel frame construction, insulation, and have heat at all times.

The homes are all built with stucco and vertically adjustable shower heads.

A few miles are maintenance free as possible. Romance is Jack and Florence, in spite of the weather.

Our President, W. J. Martin, lives with his wife, Maudie, at N. 1, (Sycamore Road) Pleasanton.

Bro. Geo. Frates, who also decided to call it quits, lives with his wife at 3725 Bay Street Ed. Limerick Bro. Frates was born in Livermore and has spent all his life in this valley.

San Jose

California Rock and Gravel Co., at their plant in Livermore, have signed a contract with a local company for a month. The fellows just decided to put away their tools and relax. Bro. Joaquín Martin retired after working for the company for over 30 years. He went to work there in 1932 and has worked continually for them since. He joined the Operating Engineers in 1930, and was confined in the hospital from surgery, and W. B. Slack, who was confined due to a heart attack. We will do in his place.

Some of the owners of Henning-Dahl open heart surgery, to the Salt Lake in Utah.

Mr. William Henningsen, one of the owners of Henningsen Ready-Mix, died of a heart attack. We will miss this man.

Pipelines
The work on the West side has slowed down somewhat in the area of the new buildings. However, the N.I.D. and Pacific County water projects are expected to start this year; more information on these projects next issue.

SPRINKLERS
Sacramento Irrigation Engineers have several million dollars worth of sprinkler systems. Many of them are now being installed at the Sacramento Regional Irrigation District to improve water quality and reduce runoff. "We're doing a lot of work on these projects," says Johnson. "We're installing sprinklers on the west side of the city, and we're also working on some of the new buildings." He adds that the work is progressing rapidly and that the district is on track to complete the project on schedule.

COMING AND GET IT
Checks are being held in the Sacramento office for the following brothers:


A front view of one of the large model draglines in the Sacramento area. Its whereabouts are being kept secret in order to keep interested people from crowding around and impeding the work.

S.F.: 'UNBUILDING' TUNNEL IS QUITE A TRICK
By JERRY BOWD, GEORGE BAKER, AND BOB SKIDDEL
Until the most recent rains, which broke the record dry spell, work had been holding up pretty well in San Francisco, but now new jobs are being started, and as the work finishes, the out-of-work list has been slowly growing.

The Fantasia Building has two German crews working. They are up to the seventh floor and progressing well.

Prodanovich Construction Co. has been rerouting along their sewer line at Lake Merced, laying 1,000 feet of underground and continuing the work.

Tuohy Construction Co. has started the backfilling work and will start on the building itself.

STUDENT HOUSING
Out on the Alson-Pacific job at the married student housing everyone is real busy. Watts Bros. is laying the foundations for the buildings and Tischert & Son and Delco is doing the grading and groundwork and street work. This job will last as long as the rains hold off.

HIGHWAY 50 AND THE POLK PINE S job are still going strong at the Alson-Lane Dam near Shingle Springs. The job is now 20 percent completed.

MAY MOVE
Schult & Son's Contractors at the Loop Lake Dam job moved their rig and the area is now going strong at the Loop Lake Dam job.

Raymond Concrete Pile Co. has completed the pile driving at the Atomic Reactor building, Hillside.

This card introduces a competent construction equipment dealer, a man who knows construction and knows equipment.

Can help you evaluate machines, to make your job more efficient and profitable.

For the best in construction equipment... get it from

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CONSTRUCTION EQUIPMENT

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table

Herman has three legs of the freeway extension and has just about finished the dirt work, but is going strong on the structures.

OVERPASS FINISHED
The Almena overpass has been finished, and the sharp curve on Mission St. has been eliminated.

The Mitchell Work Conr. Co. has correlated a number of small city contracts and is busy on one at P. Loebs & 6th Ave., with others to start soon.

S.F. Redevelopment Construction Co. once again is moving dirt with rented equipment at Diamond Heights. M. & K. has started in Yost Park, and J. & L. Z. Z. Park Hospital at Divisadero & Portola St. LeBoeuf & Doherty are making good progress on Pier 1.

Piombo Construction Co. has been moving dirt on the site for the new Mary's Hospital, and is doing good work, with six workers on the project.

Richer Homes apartment project in Visitation Valley is 20 percent completed. Peter Wiesse, Don M. is on 90 percent complete on piloting and has started the structures on the southern extension of the freeway from Almena. W. B. Nickles is still holding surplus dirt to the Isaia job.

Pacific Coast Aggregates' Brinley quarry is still working two shifts and the batch plant is going strong.

Cule Construction Co. is half way through its sewer job on Berry St.

"UNBUILDING" TUNNEL
M. R. S. has an interesting operation going with its "unbuilding" of the old Potrero tunnel, which was damaged by fire some time ago and has to be filled in.

Because the portals at both ends were heavily damaged and are considered unsafe, the filling in will take place from the middle to both ends. A big shaft was dug in the middle and a small Cat lowered into the tunnel. Sand is being dumped down the center shaft and is pushed forward toward both ends by the Cat.

When all of the tunnel hole is packed, the Cat will be pulled up and the shaft plugged up.
**Skeletal Checks In San Jose**

By A. J. KOPE, W. H. DAVIDSON

Work is slow at this time with over 60 days on the "hold of work" list. There are a few large jobs underway, but most of the contractors are working with shovels.

Piano Paving Co. have completed the grading on the San Jose Airport, and are laying the concrete pavement. Jobs still on completion expected in about six weeks. They hope to start paving the tracks this week.

Piano Bros. are doing the underground work on the San Jose Airport and were the low bidders on a $20,492 contract for the construction of a storm sewer ditches. Parking problems are being reduced by hauling material to Kingmont High School on Homestead City. They are making good progress on making San Clara University.

Gibbons Bros. have been the low bidder of $90,000 on a job at Lockwood, near Boulder Creek.

The Watsonville area is slow. Balboni Brothers are moving the dirt for Larklin Equipment Co. for a new location site in Freedom.

Pal Caballos have started their construction in Carmel Valley and are working on a couple of counties. Granite Construction are getting ready to start their San Benito county job. Brother Russell Kemp will be in charge.

The Salinas area looks good for 1963, with several new projects. Madonna Construction Co. are setting up the new hot plant at Greenfield. This makes two hot plants and a crusher plant in one location.

Granite Rock Co., located at Aromas have kept quite a membership in their shaft job. Bob Bellicitti & Pelliciotti Co. are doing the road work with the 21's and a few days with the 81's. We can be thankful that the cold weather doesn't allow the concrete crew to work as was during the winter. Brother George Brady's Hot Plant has just started a new crusher plant in one location. Brother Rus-sell is happy with the 40 hours Sure.

The hotels and casinos building in the area keep a few brothers earning good checks.

Reports on the progress of Operating Engineers Local 3 during the preceding six-month period were overwhelmingly approved by a well-attended semi-annual meeting held Saturday, Jan. 12, at the San Francisco Labor Temple.

The audit by Peter Waterhouse & Co. of the union finances for the period Jan. 1, 1963, through June 30, 1963, was read by T. H. Peterson and accepted.

The general report of the Executive Board for the second half of 1962 was presented by Rev. Sec. V. C. Minihan and voted on.

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Nevada Marks Time

By H. L. CURLEY SPENCE and BU BARKS

Industrial Construction Co. at Berkeley's Hot Springs is going again, the cold weather having lasted.

Joseph Construction Co. at Fernley have also been down for a few days with the 27's and the 7's, but are making good progress. Most of the brothers around the pit will be glad to see Bill back on the job, especially Brother Norman Bailey and the office Manager Murray, as they don't seem to get the job done without. Bailey's good advice.

Ponderosa Clearing Co. has started a new golf course for the Incline Village Development, Inc., at the north end of Lake Tahoe. The Utility Company has finished part of their project, and Ponderosa Clearing is carrying on the Incline Village Development, Inc.

Survey Notes Union Hits Two Jackpots

By ART PENNEDER and HOWARD WYNN

LAST MONTH we reported that one of your Business Agents would be operating out of the Sacramento office, better to cover the outlying areas, and it is paying off.

We recently signed two more Civil Engineers on an agreement in that general area, Norman Glover to the Califorma Technical Engineers Agreement, and Paul Ramay to the Nevada Technical Engineers Agreement. In addition, we have signed Robert Schenck in Berkeley.

Our BEST INFORMATION is that there will be one—possibly two—survey crews on the much-talked about San Luis Dam. The Bureau of Reclamation is to put in all of the construction specifications. The contractors will take any access roads and controls in the four towns.

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THE FINAL Board of Adjustment met with the A.G.C. on January 20, 1963, to decide on a remedy for violation on the Sub-Contractor clause in the Master Agreement. This has taken several years to fight through the courts and approximate two years to arbitrate. This arbitration concerned Techni- cal Engineers on the Alcan-Paci fic job.

We can thankful that the Technical Engineers had foresight enough, a manner of years ago, to choose to belong to a large, financially sound union.

This has been a costly battle, both in money and time, but the fight would have been lost without the resources available to members of Local 30.

Winning this arbitration has been a historic moment in labor law. Through this award the Operating Engineers Union will be working toward solidifying the many gains accumulated through our collective bargaining agreement.

**Semi-Annual Meeting Upholds Exec Board**

Reports on the progress of Operating Engineers Local 3 during the preceding six-month period were overwhelmingly approved by a well-attended semi-annual meeting held Saturday, Jan. 12, at the San Francisco Labor Temple.

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**Cochrane & Zellin**

Recap for Economy

STOP

DON'T TAKE CHANCES WITH SMOOTH TIRES!

We use...

Anne's Best Reboarding Rubber

2344 E. 12th Street
KE 2-5223
Oakland
Marysville Checks Grievance Men

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

We would like to take this opportunity in thank all the bidders in this district who attended our last district meeting in Oroville January 17. There were 140 present who were all interested in the business of their local

Brothers Earl Hart, E. H. Bell and B. B. Gilbert were elected to the Grievance Committee for the year 1962. We would like to congratulate them and say we are looking forward to working with them and that they will get our fullest support in every way. The 1962 Grievance Committee

MARYSVILLE CHECKS

The Marysville office has checks for the following: Tom Allen, Robert Robert, the Arlkland, Charles S. Ellam, Dan Hanlin, Rogers and James B. Ruten.

consisting of brothers Robert Christy, Robert McKeand and E. H. Cornett. The bid was accepted and it was a pleasure to work with them.

At present time we have 180 operators and allow on our out-of-work list and it is growing every day with some of the jobs completing.

MID-FORK BRIDGE

The Department of Water Resources has awarded a $4,360,104 contract for construction of what will be the highest suspension bridge in the nation crossing the Middle Fork of the Feather River.

The contract was awarded to Bethlehem Steel Company of San Francisco. The bridge will be located eight miles upstream from the Oroville lock and is part of the relocation of the Oroville Quincy Road. It will be located by Oroville Dam. The steel cables nearly in 11 inches in diameter will support the 1,178 foot long bridge 627 feet above the river bed from two 1,056 foot high towers. The design will provide for two lanes of traffic.

In addition, we have been calling in asking about this work. At present we have not had a job with the company nor do we know when they plan on getting started.

OROVILLE TUNNEL

Fraser-Davis Construction Co., have begun underground work on the second diversion tunnel, costing $92.3 million and stretching nearly a mile. The 35 foot tunnel will divert the Feather River when the dam construction (is) to rise above the first tunnel. On their first tunnel the brothers are approximately halfway through making out 10 feet of the tunnels. They hope to start pouring concrete some time in February and the tunnel should be completed in 1964.

California Tentative target dates have been set by the Nevada Irrigation District for construction of the diversion tunnel in its proposed project.

April 10, 1963 was set for opening of bids on project construction and May 1, 1963 for the bond list. The district is planning the 65 million cubic yard Bear Rivers water and power project.

A court order giving the State the immediate possession of a Butte County rockpile needed for construction of Oroville Dam be came effective December 10, 1962. It also orders the local court to determine a deposit that the State must pay against a final purchase price for the property. The disputed property lies about six miles below the dam site and contains dropper fillings necessary for the earthen fill of the dam. A federal judge of the rock, had opposed the State's original condemnation action.

Construction of the $1,448,250 rental for low-income and aged persons in Richmond Housing Center has been reported as about 72 per cent complete in less than half of total allotment for the project under contract to Alcan Pacific Co. of Sacramento. Mr. Simon, superintendent in charge, says it should be finished by the last week in June. The additional allotment of $1.2 million for reconstruction of the Chico Trinity missile site has been completed in one year. Following summer has brought the funds for the project to a total of $2.7 million. F. D. Kilpatrick, Deputy of War had the first contract and have two of our brothers still working on the building.

RECREATION FUNDS

Application to the State has been entered by the Oroville-Wyattville Irrigation District for a share of funds under the Davis-Cruxes Act to construct recreation facilities in connection with the South Fork Feather River Project. The district board is working on plans to be presented early next year, and has approximately $1 million in funds. The recreation facilities included in the plans for camping, boating, swimming and facilities.

PALESTRO TUNNEL

The last yard of concrete was poured in the Palestro Tunnel last week, thus causing a lot of our brother engineers to be laid off. This 6 foot tunnel which is 2,400 feet long, is located about 11 miles out of Oroville. The outside structures should be completed sometime in March. Morrison-Knudsen has also completed their job on the railroad relocation out of Oroville which has kept lots of our Engineers busy.

KIWER ROAD JOB

Day Filter Company is moving in high gear with their 4½ miles of road relocation in Fer renc Ranch above Chico. This job consisted of moving 900,000 cubic yards of dirt. We are building such which are as two-thirds done. A. Young & Son have set their sights on the completion of the base material for this project. There is a total of 150,000 tons of material. We have 19 Engineers on this job.

John Lowder, resident engineer from the State Department of Water Resources, said concrete pouring on the left side should be finished by late spring. At that time, the dam will be half across the river. Then the top of the dam above the middle of the river will be joined by parts leading from the right bank, forming another semi-circle and the water will be diverted to the opposite side. While the water is flowing over the completed half of the dam, the other half will be finished and the dam removed.

The schedule for the fish hatchery diversion dam under construction just upstream from Upper Thermalito Bridge in the Marysville district is half now, half later. The $1,000,000 in construc tion was started last March and is scheduled for completion next summer. Its sole purpose is to provide spawning facilities for salmon that will be cut off from the upper reaches of the Feather River by Oroville Dam. The salmon will be stopped at the diversion dam, trapped, and then transported by trucks above the Oroville Dam site. This method will be used until Oroville Dam is completed. Then a complete dam will be built there.

The diversion dam is being built by Fraser-Davis Inc. of St. Louis. An important part of the construction of the cutoff dam is building in a semi-circle from the left bank. When completed, water will be pumped from this side, and the concrete of the dam itself will be poured.

Coffin dams are made of sheets of interlocking metal that are driven into the bottom of the stream, forming a circle, which then is pushed with fill material.

The observation area is high on the left abutment of the dam and commands a view of the entire area where the dam will rise 716 feet above the streambed — tall as a 7-story building. The crest of the dam will stretch 6,600 feet from one side of the canyon to the other. Before the dam is completed in 1969, nearly 50 cubic yards of material will be moved into place.

NORTH BANK of the Feather River where the Oroville Dam is being built is shown in this photo. The clearing on this project is 90 per cent complete.
ENTHUSIASTIC about Local 3's program of Safety Education Committees were the brothers shown here with an enlarged facsimile of the credentials card issued by Safety Education Committee volunteers. The photo was taken at the first meeting of the Redding safety group, at which 80 brothers were signed up. Seen here are (left to right): Ted Sheran, John Hughes, "Woody" Greenwood and Bud Trisdale.

There are approximately 200000 project to construct parking areas and roads and beach facilities has been approved for the Whiskeytown National Recreational Area. The project will be administered under the accelerated work program by the Interior Department. To date we have no word from Ray Klier as to the starting date of his $1 million project on 200 West Pawn Lodge. This will be a cool job for the brothers in the summer time.

SAFETY MEETING

Redding held its first Safety Education Committee meeting January 23rd, with 80 Brothers enrolled. Guest speaker was the U.S.R.R. director of safety, who spoke on the program made in the safety field. A movie produced by Local 3, showing functions of the organization, was shown by Brother Dale Marr, our safety representative.

Our Annual Blood Drive will start February 7th—Again we are out to get at least 100 pints. Please mark your calendar, boys.

Mr. S. E. Inouye, outbid them in 1962, with an all-time record of $50,000 points issued. Prior record year for patents was 1922, with $15,000 issued.

The standing committees of the State Senate have been appointed, and our main interest lies in the Committee on Labor. This committee's makeup, in our opinion, is a big improvement over past Labor Committees. The Committees chairman is Sen. Eugene McAteer, with Senators Nisbet's record, is attempting to formulate legislation on labor safety laws in the Assembly.

When construction started last month on the giant Pit-McCloud northeast of Redding, some Shasta county residents voiced slight relief. At last the air was clear, and we would have some winter work. The job is still a rough one, but many of the brothers are willing to tackle it. To date there are approximately 20 brothers working at Pit No. 6, and 40 at Pit No. 27.

Pioche Construction is working on the access road to the tunnels—at present they are working on the Lorraine log road which is 4 miles to Pit River. Pioche's Bridge will connect the access road to Iron Canyon Dam.

Shea, Kaiser, Morrison, Marco

I'm busy fixing Pit No. 3, setting up dry houses and compressor houses. They will begin soon fixing No. 1, No. 3 and No. 7.

Peter Kiewit Sons' Co. are busy on their job, working three shifts with approximately 70 men. The weather is freezing making it necessary to keep the pumps going seven days to keep them from freezing.

Spang & Hewood is still well drilling—testing on the McCloud site with five Operating Engineers.

O'Hair Co. expects to be starting on their new job at Cecilville just any day. This, too, is located in a very bad cold spot of Northern California.

and save a pint for our drive.

This year again we will have a mobile unit come to the Engineers Office at 1004 Tehama Street—PLEASE GIVE A PINT—OF BLOOD.

We are holding checks for the following: William B. Horner, F. K. Cochil, Cecil Francis, Howard Hitchko, Oliver C. Taylor, Kenneth Cooney, Frank Skals, Walter McIntosh and Jim Brown.

A Program To Keep Kids Safe

(The following is an idea for a community service program to make construction glamorous for children, submitted by Brother Stuart T. Moncrief, Rancho Cordova, Calif., Reg. No. 688512. How about it, Brothers? We would like to hear from you as to what you think of this proposal.)

Dear Brothers:

We all know what a hazard children can be around our equipment, moving or parked. If you like children as we do, you know the problem of your heart jumping to your mouth when some child has come close to getting hurt playing where there is equipment working, and I think you, as well as I, would like to stop this or at least slow it down, and at the same time give us name of the Operating Engineers Union a shot in the arm.

What I propose is a campaign somewhat on the order of the safety campaign of the police departments on bicycle safety—maybe a short film and/or a lecture with which our Safety Representative or someone else could make the speeches.

But Brothers, we need your help, or at least the help of some of you in each school district who like kids well enough to sacrifice one evening of your time, as you have to go to one PTA meeting and propose this and get their backing. At the meeting I attended I made my suggestion and received a tremendous support. They as much as begged me to follow the idea through.

So, fellows, that's it. We have to have enough school districts interested in this campaign and interested to set this program up. It's just one evening, guys. How about it?

Sincerely,

STUART T. MONCRIEF

Changes in Labor Committee

BY A. G. BOORMAN
Education & Research Director, Calif. State Conference of Operating Engineers

The last two weeks of the California State Legislature have seen the introduction of many new pieces of legislation.

The Speaker of the Assembly, Jesse Urruch, has chosen to keep all the bills which have been introduced on the Speaker's desk. He may hold them there for 30 days.

The Speaker has also delayed the appointment of committees. This he may do, as there is a bi-monthly waiting period between the introduction and the enactment of legislation.

The Speaker has chosen to do this while he gets acquainted with some 30 new members of the Assembly. What effect this will have on the early part of the Legislative session or on legislation will be interesting to watch.

The standing committees of the State Senate have been appointed, and our main interest lies in the Committee on Labor. This committee's makeup, in our opinion, is a big improvement.

Francisco, a reenacted friend of labor. Senators Holmohd and Reddah had perfect records on labor legislation during the 1951 session. Senator Schiude had a bad record as a member of the Assembly.

Social Security

WASHINGTON—a new book that tells where the social security tax pays for benefits payments in the future—has just been published by the Social Security Administration. The book is called "Financing Your Social Security Benefits." It may be had without charge by writing any local Social Security Administration office for booklet 56.
Migration to Fresno

By JOE MILLER, B. F. (Troy) HALL, C. G. KENTON MULLONEY

A heavy migration of Engi- neers and their families in an over- the-road way due to the San Luis Project and the newspaper ac- count by the CAI. One of the joint work list is growing every day, and men are coming in from all over. We expect to be going to work the next day.

We have continually reported in previous issues that we have a limited hiring during the first few months of the project, and we have been fighting this. With the new employed operators, we cannot possibly put them all to work, as there is not as much work as was estimated.

Such migrations are not new to us, as they happen in every district where a large project is to be done, and we only hope that people that will only use good sense and stay on the jobs that they are on or in an area where they can get work, rather than come to this district to find no work available and their unemployment benefits running out.

Officials of the company were informed during this week and they have given us this information. They will have a total payroll of about 400 employees on the average during the job, and at the peak they may have around 1000 employees.

There will not be any equip- ment coming to the project until February, and they cannot get started until they receive the "go ahead" from the Bureau of Reclamation. We expect that it will be March before any real hiring is done.

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CONSTRUCTION CO.
Why We Need Apprenticeship

EARLY THIS MONTH, Secretary of Labor W. Willard Wirtz made a very significant statement.

One out of every four unemployed persons, he said, is a youth.

And, he added, the usual reason for lacking a job is that the youth lacks the education or training employers ask of job applicants.

THIS ISSUE of ENGINEERS NEWS devotes special attention to the Local 3 Apprenticeship programs in Northern California, and that's exactly what apprenticeship is—education; training.

Secretary Wirtz' statement is merely the latest reminder that this is a new day. Not so long ago, any husky and willing young person need not have lacked for work. And if he had the needed ambition and intelligence, he could hope to forge ahead and possibly even climb to the top.

Today the young person without special qualifications and training is in a tough right from the start—in fact, he may never get his start. He may be on his way to becoming just another in the growing army of unskilled who make up the hard core of more-or-less-permanently unemployed.

NOBODY HAS TRIED to make things this way. It's just the way we're being increasingly complex world is trending.

In our own craft we have seen the equipment and the processes grow bigger, heavier, faster, more complicated, more technical, day by day, placing more responsibility on the operator and requiring a higher level of skill.

It's the same with operating a business—the old mom-and-pop grocery store has gone the way of the horse and buggy.

It's the same with operating a union. The day is gone when anybody big enough to talk back to a super was adequate to represent the union so long as he had a pocket book big enough to hold a receipt book and a well-chambered copy of the contract.

Our local union, this very month, is conducting a series of training sessions for all our officials and agents to bring them up to date on a bewildering variety of subjects—NLRB procedures, Health & Welfare & Pensions, handling grievances, appreciation of industrial safety, implementation of contracts and much more.

YES, IT'S A NEW DAY. and the inexperienced or untrained can't cut it any more... in any field.

That's why Local 3's apprenticeship programs for Operators and Chiefs of Parties are important to the union and the industry, and by all standards of measurement, among its most important activities.

Same Old Story

SOMETIMES you get the feeling that nothing ever really changes.

A Legal Eagle supplies this excerpt from a law textbook, Most everything you've heard about it is true.

"In place of the revenues of which the Crown was deprived by the Statutes of Tonnage (a law passed in 1669 abolishing the King's right to one half of the toll when coal property passed from father to son), there was granted to the King an hereditary tax on beer. Thus, the large landholders were enabled to upload their tax burden on the people at large.

THAT TAKES the practice of unloading tax burdens on to "the people at large" back at least 300 years, and it was probably not new then.

And it helps us understand the landholders' modern counterparts who keep trying to increase the sales and excise taxes, which fall heaviest on those least able to pay, and to diminish the graduated income tax, which is the most equitable form of taxation.

Consumer Advice

Racket in Seat Belts

By Sidney Margolius

High-pressure sellers in a number of areas are exploiting the growing interest in car safety belts by selling substandard belts for as little as 8.

The substandard sellers trying to take advantage of the belt boom include at least one heavily-advertising auto-accessory chain, and also some independent outside service stations and accessory shops.

One of the major tricks this department has learned is that the substandard sellers label their equipment as "Meets S.A.E. Standards," when actually only the belt or other components may meet the S.A.E. standard, and not the whole belt itself.

The situation threatens to get worse now that low-price Japanese buckles and complete belts are being offered to American sellers to sell for $2.50 to $3.

The problem of "safety" belts that aren't really safe, has arisen because of the lack of adequate policing of the sale of such equipment. A number of states now have laws providing that belts must meet adequate standards, but it is difficult to police the many hundreds of manufacturers, distributors and retailers.

A bill recently introduced into Congress by Rep. Kenworthy, of Alabama, would set standards for seat belts shipped or sold in interstate commerce.

Moreover, by 1965 all new cars registered in New York State will have to be equipped with at least two safety belts in the front seat, and other states are expected to enact similar requirements. All 1962 and later cars are equipped with threaded holes for receiving the seat-belt attachment fittings, although the belts themselves are optional equipment at an extra cost.

Unfortunatly, the Roberti bill is passed, and even afterwards because of policing difficulties, car owners who want to install belts need to make sure that belts meet standards established by G.S.A. (General Services Administration) and S.A.E. (Society of Automotive Engineers). What's important to check is that the package specifies that the entire equipment including the webbing meets these standards, not merely one or two components.

The S.A.E. standard specifies that the webbing should be able to withstand stress of not less than 4000 pounds, and should not be less than 1 and 1/2 inches wide. The belts should be attached with 7/16-inch bolts using reinforcing plates.

There are the basic specifications. But most of the good-quality belts on the market exceed these specifications, and are tested to exceed 6000 pounds of strain. All nylon is considered the superior webbing. Some of the cheaper belts are made of a blend of nylon and rayon or other fibers.

The belt-webbing should be at least 0.065 inches thick. This you can't measure without a micrometer, but in general, the standard manufacturers advise the belt should have body and be hard to crinkle.

Two types of buckles are available—metal on metal, and the cam type in which the belt is threaded into the buckle. While some good belts do have the cam type, in general the experts consider the metal on metal superior. This type is considered stronger and also provides for quick release with one hand.

Can you really set adequate seat belts installed for as little as $33.33 each, as one chain recently advertised? Most experts we consulted think otherwise. Most standard-quality belts cost in the neighborhood of $10 plus installation. A few large sellers offer belts meeting government and S.A.E. specifications for as little as $8.

Prices charged by car manufacturers for seat belts ordered as optional equipment are reasonable. Even if you pay full list, the price usually is $179.98 for two front-seat belts, or about $55 for four belts, including two in the rear seat. Thus, belts ordered with a new car may cost less than buying and installing them later.
Excavation of the Collier Tunnel near Crescent City has been completed, the footings forming the lower section of the walls on both sides of the bore are now in place, and approximately one-half of the concrete lining has been poured.

A beginning has been made on pouring the concrete ceiling which is also the floor of the ventilation duct designed to remove automobile exhaust gases. A ceiling slab is cast on steel slabs which will maintain this hole against the weight of many tons of earth of mountain above it installed, is apparent that nothing short of a footing and the tunnel lining, heading in against forces trying to squeeze it together. This will be covered by one foot of gravel and a pavement, 10 inches thick.

Collier Tunnel is 1,025 feet long. At the north portal section, looking exactly like the rest of the tunnel from the inside, supports the ventilation building. This additional 49 feet has sometimes caused the tunnel to be stated.

Nine hundred feet of lining is in place at the north end, and equipment has been shifted to pour concrete at the south end. A new form which handles 300 cubic feet of concrete in one operation—enough for 50 linear feet of tunnel—was being used. The steel facing of the form was made specifically for this Tunnel and is positioned exactly by a series of screwjacks.

Concrete from a batch plant outside the north portal is a pair of twin-piston pumps, which boost it into the form. The concrete remains in place after being, so that the tunnel can bypass the storm sewer, is being mortared to the face of the ventilation building to improve the appearance of the black concrete wall.

No one will say when the tunnel will be completed. There is a hint that early summer will see all concrete in place; wiring completed, and drivers fans in the ventilation building ready to suck back air from the tunnel.

The tunnelers may finish before Mercer-Prizer men who must wait for good weather to surface a total of four miles of highway approach at the ends of the tunnel. Both jobs must be completed before the motorist can bypass the slow switchbacks of the Haywood Summit route to White through Oregon Mountains at speeds of 50 miles an hour.

Not the Biggest Tunnel, but Big for Del Norte

Eureka: Collier Tunnel, 300 Cubic Feet Per Form

Local No. 3 members in San Mateo County are enjoying one of the welcome winters in many years. The outside work, though large, is in better shape than in past Feburaries.

This unique situation is due largely, of course, to the almost total lack of rain. Another major contributor is the continuance of a favorable economic picture both locally and nationally.

Now each of the major local contractors has almost the same labor force working that they had last fall, in their efforts to get out, for a major job. In many instances, the medium-sized employers have even larger crews than they had last fall, in their efforts to keep up with the multitude of small jobs in the $5,000 to $50,000 class.

VARWIG GETS JOB

As previously anticipated, Rev. D. Varwig did pick up the major dirt work at the Western States L Memorial Accelerator job, and is now moving dirt under the able supervision of Brother Joe Blochken. Courtelye & Cole got $95,000 job on this same site. It has been rumored that Varwig's cooperation with the A.B.A.'s Safety Program played a definite part in their getting this big contract.

Last month it was reported that Estero Municipal Improvement District was looking for another dredging company. Here we go again, and we now hope that another contract will be filled with Hydratide Dredging Co., Ltd., which has their No. 10 at "Tomp's" Padre to deliver the sand for about six weeks or so, and then return to the Sacramento River.

This company's smaller rig, the former "Dawmaw," will receive no further use with this handling of theعبر End Island job. During the changeover, the company will run "Gus" at the Western States L tunnel, and "Tom's" Padre No. 1" will be in dry dock for a major refitting.

OTHER CONTRACTS

Numerous other contracts are still in full swing on the island. Murphy Brothers (formerly Murphy-Universal) picked up a $300,000 underground job. They plan to have Kurn Paving do the curbs and gutters. Granite Contractors, Inc., Delaware, Inc., Masson Construction Co., and others, are still there and bidding on new work, which should be "let" very soon.

Fish, Pierman & McLean has had three years, kept a rather extensive crew of Brother Engineers working nearly the year round. It will have been a steady increase up the Engineering complement and are now asking for a new suit of Formal wear in nearly all construction fields.

Bus. Rep. Bill Ranney attended the Western States Conference of Engineers in Las Vegas during January. The conferring and exchanging of ideas and mutual problems was fortunate and educational, well worth the time and effort.

Your business representative is here to report that those Las Vegas sessions, how vital the system is than mine. There is a little drudgery in it, you see, with one lever—or on the right side of the tunnel—which you are supposed to pull after each insertion of "pump"

Sub-JACs were established for five areas—Santé-Mateo, Oakland, San Jose and Sacramento.

At latest count, there were 133 apprentices employed under the Chief of Party program, and classes in moving and mathematics have been established at John A. Leland School, San Francisco; Nevada, Santa Clara College, San Jose; City College, College of Marin and Oakland City College, Laney campus.

As a collective activity, the 133 apprentices worked with various employers under the Chief of Party program, and classes in moving and mathematics have been established at John A. Leland School, San Francisco; Nevada, Santa Clara College, San Jose; City College, College of Marin and Oakland City College, Laney campus.

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The approval of the National Labor Relations Board, issued on the back pay issue, for both the Building and Labor Unions, with the 133 apprentices working on the back pay, will be a step toward returning the employer who withheld it from them.

The Chief of Party program is financed by employer contributions amounting to 15 cent per hour.

Back Pay in 12-Year Case

Washington—A court has ruled, for the umpteenth time in 12 years, that $4 illegally fired union members are entitled to back pay totaling $83,000 from their former employers, Olm Constuction, Inc.

The判决 approved a National Labor Relations Board agenda under which the back pay was figured. The board noted that the labor money would be returned to the employer who withheld it from them.

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