

# Apprenticeship-Today's Road to Skill

## ENGINEERS

## NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3



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**THE FIRST SCOOP** of earth at the groundbreaking for the Operating Engineers' new building at Redding was taken, appropriately enough, by this truck crane, with Bus. Mgr. Al Clem at the controls.

## Break Ground for Redding Building

A brief but impressive ceremony marked the groundbreaking Wednesday, Jan. 23, for the newest Local 3 district headquarters building, at Redding, Calif.

The new structure is needed because the State acquired the old building and its site for a freeway.

Designed by architects Richard Smart and William Clabaugh, the new building will be of concrete block construction with laminated beam ceiling. It will pro-

vide 2,180 square feet of space for a meeting hall, dispatch office and space for the business representatives and office secretary.

There will be parking space for about 70 cars on the lot and additional parking space nearby. Robert S. Bryant Construction Co. is the builder.

Cost of the new structure will be close to \$63,500 paid by the State Highway Dept. for the old

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## 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 co-operation 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 scope over a period of time. The Operating Engineers was the first building craft to start a program from scratch on a 46-county 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 "funded," meaning that

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## 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 surveyors' term for top-flight journeymen.

The decision to have an Apprenticeship program was incorporated into the collective bargaining agreement Aug. 1, 1960, 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. Pennebaker, Local 3 business representative, chairman; Phil Lygren, for management, co-chairman, and John Mancini, for management, secretary.

Other JAC members are, for management, Charles Savio, Robert W. Held, Brainerd Plehn, and Marvin Nachtsheim, and, as alternates, Phil Fuchs and Leroy Martin. For the union: Dale Marr, George Simon, Paul Edgecombe, A. J. Hope and Jerry Dowd, 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 18 years old (unless he has a high school diploma at a younger age) and not more than 25 years old, and must be physically

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## Training Operators

Apprenticeship for Operating Engineers has been talked about for two decades or more, but the program was actually started for the 46 counties of Northern California on September 10, 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 & Grading Contractors Assn.—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. Davidson, consultant for the Division of Apprenticeship Standards, a Joint Apprenticeship Committee was formed.

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

### 6,000 HOURS

Other employer representatives were Don Giles, Donald M. Grant and William Blair for the AGC and Charles Hudson for EGCA. Hudson has since been replaced by W. Gainer Ebright.

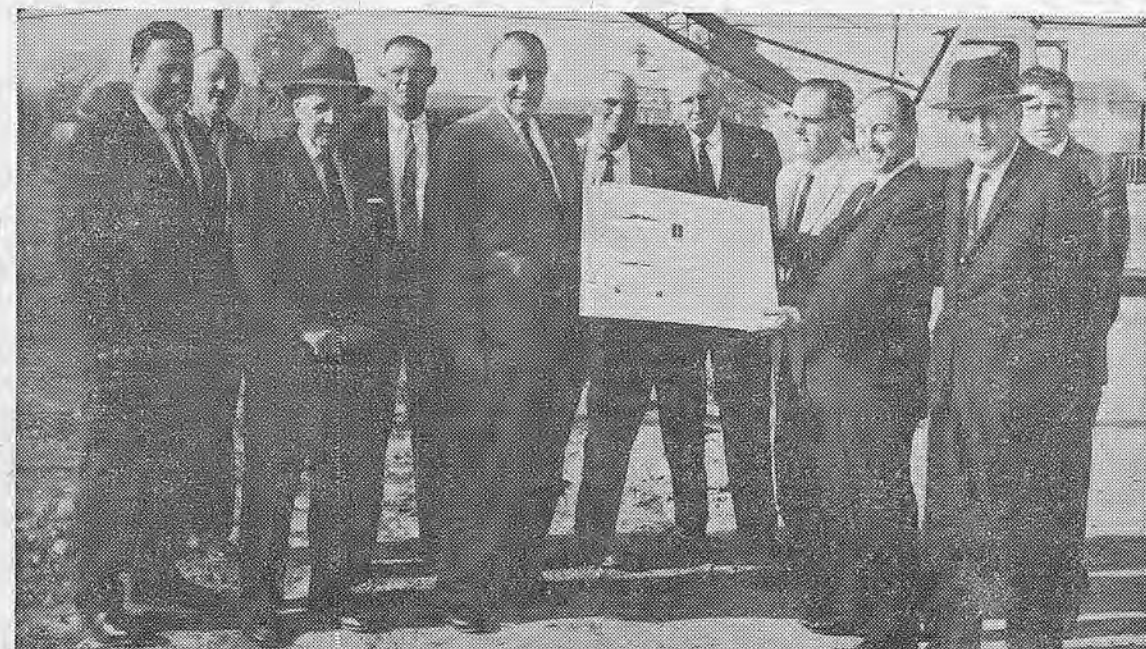
Other union members of the JAC are A. A. Pennebaker, George Simon and T. J. Stapleton.

First step was developing a set

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## 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.



**AT REDDING CEREMONY:** 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" Wixon, 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 Clabaugh; Pres. Paul Edgecombe and Conductor Don Kinchloe.



## Local 3 Profiles



J. B. ("Jim") JENNINGS

J. B. ("Jim") Jennings, Local 3 District Representative in charge of the Redding office, would probably say that his "alma mater" is the Army, for it was in the Army that he learned the two trades he has practiced since World War II—construction and photography.

After graduating from high school in 1940, Jennings entered the service, took his basic training in Panama, attended equipment school and was assigned to the 5th Engineer Corps. He worked on a new highway connecting the Atlantic and Pacific oceans and worked on many roads, landing strips and other projects.

Later in the war, after 4½ years overseas, Jennings served for a while in the U.S. training recruits and in military intelligence, getting his discharge, finally, in 1946.

### TWO CAREERS

He had gone through two photography schools in the Army and done aerial photography, and after discharge he was in business for himself for a while as a commercial photographer in the Bay Area.

In 1950 he went back into construction and joined Local 3, working for many contractors in the Bay Area until he took a job as dispatcher in Local 3's Oakland office. In 1956 he became a business representative and was assigned to the Redding area, where he moved up to district representative the next year.

Jennings was on the Local 3 Executive Board for some time. He served 18 months on the By-Laws Committee. He was elected by the membership to attend the Operating Engineers International Convention in 1960 and has been a delegate to various conventions of the California Building Trades Council and the Western States Conference of Engineers.

### OTHER ACTIVITIES

From 1959 through 1960, he served as president of the Northeastern Trades Council, and since 1961 he has been a vice president of the Calif. Building and Construction Trades Council. He also is active in legislative matters and in politics as Democratic Central Committee co-chairman in Shasta county.

Looking back, Jennings says: "During my years in Oakland I gained my real education in organized labor working under direction of Brother Al Clem."

Now residing in Redding, Jennings reports that "I am married and have a nice little family."



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, 57, a native of California, worked as an operator on cats, cranes and rubber-tired equipment until March, 1953, 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.

He is 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.

Nelson 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.

## Boss Urges Apprentices To Back Union

LOS ANGELES—A group of apprentice electricians graduating to full-fledged journeyman status here was given a fervent plea never to forget their trade union heritage and to make their lives "living monuments to the tradition of organized labor."

The appeal was all the more striking because it came from an unusual source—a spokesman for management.

Charles Scholibo, director of the National Electrical Contractors Association, told the new journeymen—members of Local 11, Intl. Brotherhood of Electrical Workers—to remember that "the organizational rights, privileges and responsibilities you enjoy today were bequeathed to

## Testing Helps Find Right Boys

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 is being developed that will greatly improve the likelihood of picking the right boys for the work.

Assigned to work on this problem with the Joint Apprenticeship Committee for Operating Engineers in the 46 Northern California counties is Grant Hitchcox, CSES occupational analyst.

An aptitude test battery for Heavy Duty Repairman has been completed. Hitchcox is now working on the tests for Chief of Party apprentices, and other tests are in preparation for Equipment Operators and other apprenticeship categories.

### TYPICAL TEST

The way in which the aptitude tests for Heavy Duty Repairman were developed is typical of work in this field.

The JAC started by recruiting a group of 75 heavy duty repair journeymen who volunteered to undergo extensive testing as to general intelligence, verbal aptitude, numerical aptitude, perception of form and space, finger and hand dexterity, etc. Some of these were paper-and-pencil tests and some utilized special equipment devised for such testing.

Afterwards, confidential interviews were held with the foremen or supervisors of the journeymen to get their ratings as workmen. Then the test scores

and the job ratings were compared and correlated.

Among the various aptitudes, only those were considered meaningful where there was a definite correlation between high scores in the tests and first-class performance in the job.

### THREE ESSENTIALS

In the case of the Heavy Duty Repairman study, the essential aptitudes turned out to be Intelligence, Spatial Aptitude and Finger Dexterity. A statistical study also set the minimum necessary scores in these aptitude tests.

This study, according to Hitchcox, provided an interesting verification on the scientific validity of occupational testing. After the study 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 they were finished, the results were not just similar—they were identical, as to the aptitudes retained, the aptitudes discarded and the cutoff scores.

"Obviously," says Hitchcox, "this was more than a coincidence."

### JUST A TOOL

Hitchcox emphasized that aptitude screening of apprentice candidates is a tool, not the whole story. It measures the potentiality of the would-be apprentice for the trade, but it tells nothing about his personality, his character, his physical capacities and his motivations—all of which have great bearing on his future in the trade.

The Joint Apprenticeship Sub-

committees have 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 are a pretty good indicator. Of the "Guinea pig" group of heavy duty repairmen who volunteered for the initial study, if they had taken these tests at the start of their careers, 59 per cent of those rated as poor workers would have been weeded out, and 81 per cent 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 trades 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 apprentices completing the program has doubled.

Hitchcox said the journeymen who volunteered for the initial testing deserve real praise. Some of them traveled 40 miles or more to take the 2½-hour test. "They were a fine batch of men, and we should be grateful to them," he said.

Other volunteers will be needed in preparing aptitude tests for other branches of the work, and in this connection Hitchcox emphasized that the whole process is completely confidential. The test scores and the ratings of foremen and supers are never divulged to the union, the employer or anyone else and are seen only by technicians working with them statistically.

## Study Materials in Preparation

Insofar as instructional materials are concerned, the Operating Engineers Apprenticeship Program is like a mountain-climber traversing a glacier and hacking out his own footholds every step of the way.

But in the estimation of Dr. Sidney E. McGaw, regional supervisor of trade and technical education for the State Bureau of Industrial Education, assigned to work with the program, it is going in the right direction and progressing at a satisfactory rate.

Getting course outlines and suitable study materials for the related classes was a king-sized problem at the start, Dr. McGaw said.

### UNIQUE

In most of its aspects, the Operating Engineers' craft is unique, and there was little that could be borrowed ready-made from the instruction materials of other crafts.

you by workers of an earlier generation."

Those workers, Scholibo continued, "gave unselfishly of their time, talents and even their lives to the cause of freedom from oppression and justice for the exploited."

This is "your heritage, and you have a solemn obligation to preserve and extend it to those less fortunate," he declared in an address to the graduation class, which included Thomas L. Pitts, Jr., son of the California AFL-CIO's executive secretary-treasurer.

There was adequate material on welding, much on diesel engines, and some portions of the auto mechanics apprenticeship course could be borrowed for Heavy Duty Repairman training, but the rest had to be developed from the ground up.

### MATERIALS

Dr. McGaw undertook to develop an expanded outline for study, but not to prepare the actual teaching materials. This is the task of the Instructional Materials Laboratory, another section of the State Dept. of Education.

The Materials Laboratory prepares three classes of material for apprenticeship courses—the Work Book, or basic teaching book with references to useful supplemental materials, the Test Book which gives examinations in the various topics as the course unfolds and the Final Examinations.

The Lab cannot begin to function, however, until the State Joint Apprenticeship Committee has set up a State Advisory Committee to help develop and review the instructional materials.

Formation of both these committees is in process and should be announced very soon, Dr. McGaw said, but in the meantime the Engineers' apprenticeship instructors have had to develop their own teaching aids as they went along.

But that's not as bad as it sounds, Dr. McGaw continued. For most branches of the work

there are recognized textbooks, manuals and other reference materials which undoubtedly will be used in the formal work books when they are available. These are being used by the instructors and apprentices now.

"Our main reliance," he added, "is on the fact that you have skilled craftsmen teaching these courses. They're competent, and they have good materials to aid them."

"Every apprenticeable craft goes through the same thing at the start with respect to related training. There is always a period of development. The main thing is that we're moving ahead on solid ground. I'm satisfied with the rate of progress."

The picture is quite different for the related training of the Chief of Party, or surveyor, apprenticeship program, said Dr. McGaw.

While the Operating Engineers' apprenticeship got a head start in Northern California and is just getting under way in the south, the Chief of Party program is about three years old in Southern California, and there was a ready-made course outline that is being used here with few changes.

### APPRENTICESHIP

WASHINGTON—Sec. Treas. David S. Turner of the Sheet Metal Workers and Joseph J. Goins of the Steelworkers' wage division have been appointed to the Federal Committee on Apprenticeship to fill vacancies.



# 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 operator; (2) heavy duty repairman; (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 6,000 hours of on-the-job training and not less than 144 hours each year of related classroom training. To insure all-around work experience for the trainees, the standards spell out that the 6,000 on-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 27 years old, high school graduates.

A progressive wage schedule for the apprentices is set up, starting with 70 per cent of prevailing journeyman's scale for the first six months and going up 5 per cent every six months so that the apprentice is earning 95 per cent of scale in his final six months.

## ADMINISTRATIVE OFFICE

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

Employer contributions of ½ cent an hour became effective in June, 1962, and go to 1 cent an hour next June under the current collective bargaining agreements, and since October 1, 1962, the Operating Engineers Apprenticeship Plan for 46 Northern California Counties now has its own office at 476 Valencia St., San Francisco, with Dees as Administrator and C. R. Van Winkle as Assistant Administrator.

Because of the wide area covered by the program, it was necessary to start in main centers closest to the Bay Area, with the intention of spreading 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 in the following schools: Oakland City College, Laney campus; San Jose City College; College of San Mateo; John A. O'Connell School, San Francisco, and American 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 Marlais, coordinator, F. H. Burlison, Norman Yassany, Bill Holloway, Ted Mason, Herb Post, and Orville Osborne.

**San Jose**—Rod Clendenon, co-

ordinator, Ed Middleton, Primm Simmons, William H. Rabe, Vern B. Christensen, and George Castleberry.

**San Mateo**—Bernie Gjerdrum, coordinator, Joe J. Brown, and Vern Seim.

**San Francisco-Marin**—N. V. Deggendorfer, coordinator, Jim Drury, Paul Hantzsch, Jack McManus, Phil J. Osborne, and Emerson J. Ingalls.

**Sacramento**—Hugh Phares, coordinator, Eugene McKenzie, and Clarence Murphy.

## SUBCOMMITTEES

Serving on the area Sub-Joint Apprenticeship Committees are:

**Oakland**—for management, George Banke, chairman, and Frank Savino and George Young (alternate); for the union, Don Kinchloe, secretary, Fran Walker and Norris Casey (alternate); consultants, Clyde Hammer, Div. of Apprenticeship Standards, and Mark Marlais, Oakland City College.

**Sacramento**—for management, L. E. Nolan, chairman, and Amor Harris; for the union, Ed Hearne, secretary, William Metz and Clem Hoover (alt.); consultant, William A. Burke, DAS.

**San Francisco-Marin**—for management, William A. Ghiloti, chairman, and C. D. Matson; for the union, Jerry Dowd, secretary, and Ed DuBos; consultant, Eugene P. Janvier, DAS.

**San Jose**—for management, Harry J. Sondgroth, chairman, Ed Barr and Frank Pisano (alt.); for the union, A. J. Hope, secretary, Mike Kraynick and Bill Sutherland (alt.); consultants, Mel Sornberger, DAS, and Rod Clendenon, San Jose Unified School Dist.

**San Mateo**—for management, Glen V. Atkinson, chairman, Gerald Kunz, W. Gainer Ebright and Phil Eldridge (alt.); for the union, Bill Raney, secretary, Dan Matteson 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 problem, and an apprentice who begins his indenture in one area and moves to a job in another area can continue his apprenticeship instruction without loss of time and with full credit for work completed.

Currently, at the suggestion of Business Manager Clem, local advisory training committees are being formed 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 with these committees have already been held in Santa Rosa, Redding, Eureka, Marysville, Stockton and Fresno, as preliminaries to setting up sub-JACs in these areas. It is hoped that programs can be opened up within the next few months in the Stockton and Marysville districts, and as soon as possible thereafter in the rest of the 10 California districts of Local 3.

Business Manager Clem urges any members willing to help this committee activity or having ideas about the program to get in touch with the business representatives in their localities.



Oakland City College Photo by Fred Boehne

**GRADE-SETTING CLASS** for Operating Engineers apprentices, at Laney campus, Oakland City College. Norman Yassany (standing, far right) is class instructor. Others pictured; left to right: (Kneeling) Wm. O'Donnell, Duane Housh, Keith Hanson, Raymond Orman and Dennis McCarthy. (Standing) Ernie Branscum, Richard Tipton, Robert Bruce, Danny Decker, Thos. Dodd, Elias Lima, Wm. Adams, Douglas Woznick, Charles Wentz, Gordon Randall, Jim Livingston, Gary Barker, Willie Mixon, Allan Buck, John Norberg, Wm. Cox and Wm. Pounds.



Oakland City College Photo by Fred Boehne

**SURVEYORS APPRENTICESHIP CLASS**, at Laney Campus, Oakland City College. From the left: A. A. Pennebaker, Local 3 business representative and chairman, Northern Calif. Surveyors Joint Apprenticeship Committee; Marvin Nachtsheim, employer member of Surveyors JAC; Arturo Flores; Paul Ford; Landon Barnes, instructor; Ralph Carr; Bill Schupp; Timothy Sexour; Justin Wennerstrom; Gabriel Perez; Frank Mamone; William Robinson; William Moore; William Cook; Bill Hazelwood and Raoul Ruiz.

## New Redding Building Is Started

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building. In return, the union will get a brand-new, better designed and almost twice as large headquarters, with more parking area and a location more accessible to the members.

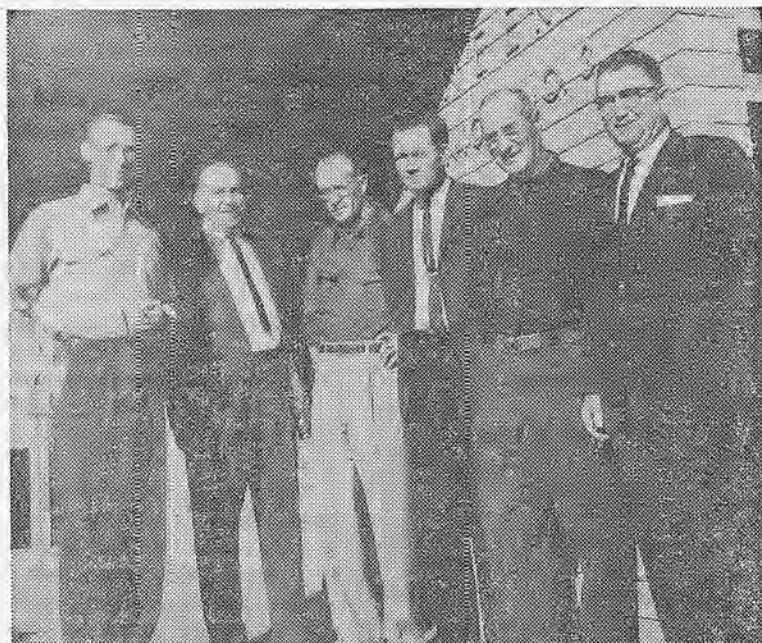
The new location on Lake Blvd. next to the Timber Lanes bowling alley is at the hub of main roads leading into Redding from the four points of the compass.

Until now, the union has had to rent outside halls for its membership meetings in Redding. The new hall will be able to accommodate membership meetings.

Appropriately for an Engineers' building, the groundbreaking was done with a truck crane furnished by Hawkey Crane Service of Redding, with Business Manager Al Clem at the controls.

Other Local 3 officials participating in the groundbreaking exercises were Pres. Paul Edgecombe, Vice Pres. Jerry Dowd, Rec.-Corr. Sec. W. V. Minahan, Fin. Sec. A. J. Hope, Conductor Don Kinchloe, Exec. Board Member Cliff Martin, Safety Rep. Dale Marr, District Rep. Jim Jennings and Bus. Rep. Sid McBroome.

From government and the com-



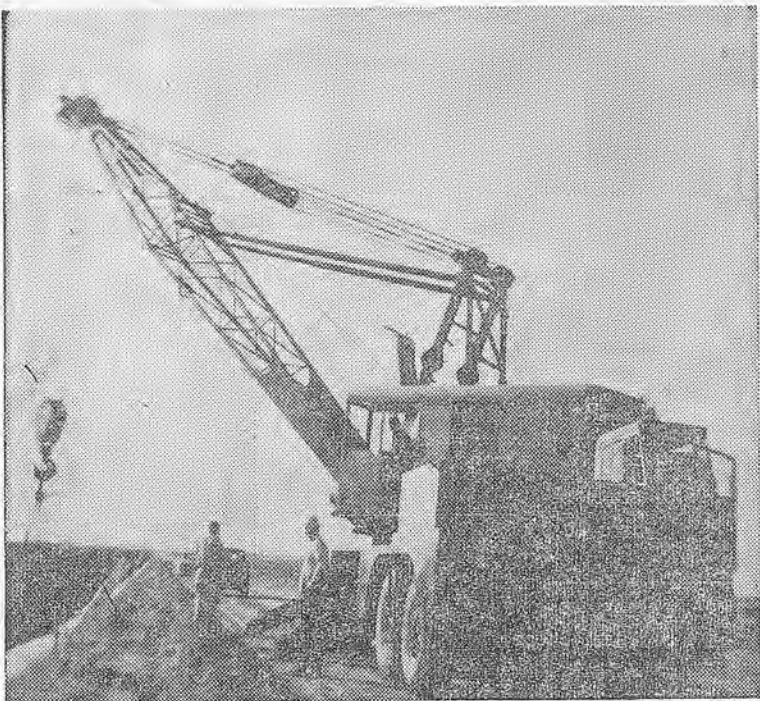
**ADVISING IN REDDING:** In preparation for creation of additional sub-JAC's and spread of Operating Engineers Apprenticeship to the remaining districts in California, Advisory Training Committees are being formed in the areas. Above are some participants in an Advisory Training Committee meeting Jan. 13 in Redding. Left to right: Del Salisbury, John Melton, Fred Crandall, John White and Hershel Krigbaum, Local 3 members employed by major companies in the Redding area, and Apprenticeship Administrator Danny O. Dees.

## AUTONOMY

**CHICAGO**—The Air Line Pilots and the Air Line Employees Assn. have reached agreement on a new charter of affiliation providing for complete independence and autonomy for ALEA, but continuing a close working relationship between the two organizations.

Weather permitting, we hope to be able to occupy the new building some time in April.





**HETCH-HETCHY PIPELINE:** One of the 80-foot long, 6½-foot diameter sections of the new Hetch-Hetchy pipeline is shown being lowered into the ditch by a 75-ton M-C 760 Lorrain. At the controls is M. A. Henry, with John Gaither oiling.

## STOCKTON STILL MOVING DIRT

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

Due to the unusual California weather, we are happy to report that a good percentage of the membership in this area are still moving dirt.

Eugene Luhr and Elmer G. Wendt of West Sacramento were low bidders to the State Water Resources Dept. for the first construction job on the 444 mile California Aqueduct. Their bid of \$750,117 was for eight fills on the canal embankment along a 10-mile stretch in Stanislaus county, from a point west of Crows Landing to Gustine. This new aqueduct will be west of the Delta-Mendota Canal and will run parallel to it, carrying water for irrigation.

Morrison-Knudsen Co. on the Hetch-Hetchy pipeline are using a Model M-C 760 Lorain, rated at 75-tons, to place the 80-foot-long, 6½-foot diameter pipe in the ditch. Brother M. A. Henry is at the controls with Brother John Gaither oiling.

### SEWAGE PLANT

Nomellini Construction Co. of Stockton have started to excavate and build settling ponds for the \$896,100 Northwest Sewage Treatment Plant on Wright Tract. Nomellini has subbed the excavation and grading to Trico Construction of Merced, with H. R. McCulloch and Clark Bros. supplying the equipment. The access road and the gravity and pressure trunk line to the sewage plant will be constructed by A. Teichert & Son for their bids of \$44,859 and \$136,261, respectively.

A. Teichert & Son have started excavating and grading in Websterstown for the new Sears-Robuck store, Weinstock-Lubin and apartment sites. Other jobs awarded this past month to Teichert were the construction of structures on West Lane, from Eight Mile Rd. to Armstrong Rd., constructing East Stockton internal sanitary trunk line, pav-

ing for a future Corporation Yard for the City of Manteca, and the extension of Pershing Ave. from Lincoln Rd. to Meadow Ave. in Lincoln Village.

Claude C. Wood Co. of Lodi have almost completed the excavation on the Ridge Road job, near Sutter Creek, and will be able to pave early this spring.

### CAMANCHE BUSY

Green-Winston, constructors of Camanche Dam, are still in high gear with their Caterpillar equipment comprising 631's, 641's, 650's, 651's and 660's. Some of the equipment is being utilized on the dam, some on the dikes, others on the fish hatching ponds and still others on the spillway evacuation. The dam is being constructed a half at a time. Eventually the river will be diverted into concrete conduits, and then the equipment will be deployed to the other half of the dam.

The Bureau of Public Roads will be calling for bids soon on the construction and realignment of Highway 120, between Hardin Flat and Yosemite Park boundary.

The U.S. Army Corp of Engineers have called for bids for levee construction and stone protection on the right and left banks of Old River, approximately eight miles south of Stockton.

The following Brothers are working as Job Stewards in the district and solicit your continued support: Leroy Biggs, Green-Winston; Cecil Ford, Green-Winston-Tecon; Roy Pierce, Twin Buttes Construction; Leonard Young, Granite Construction; Charles Phillips, United Concrete Pipe Co.; Jack Skinner, Healy-Tibbetts; Phillip Mohrmann, Claude Wood Rock Plant; Clifford Morris, Morrison-Knudsen; Percy Morford, Pacific Cement & Aggregates; Claude Muns, Teichert Aggregates; Leonard Pereira, Matich Bros. & Maxwell; Rea Patterson, Clancy M. O'Dell, Lower Portal; Carl Keller, O. K. Mitty & Sons; Fred Njrich, George Reed Co. in Sonora.

## Santa Rosa-- Lots of Small Jobs

By RUSS SWANSON and LOU BARNES

The contractors are still a little leery of starting anything new with the rainy season still a question. However, at this writing the ground has not quite thawed, and there is some activity. We have had about one month of frost and sunshine in the Santa Rosa Ukiah area which has resulted in a multitude of small contractors working at a fever pitch trying to complete several small jobs.

The John Blair Co. is working their road job in the Dos Rios and Covelo area with a few brothers working. McNamara Constr. Co. have started on their freeway job at Asti putting in the drainage so as to be ready for the big push as soon as the weather breaks. Piombo Construction Co. and Arthur B. Siri have started preparation work at the P.G. & E. atomic power plant at Bodega Head with 12 brothers busy. As yet we do not have any figures, but we estimate about \$1,000,000, roughly.

Wise & McGinty are working on site preparation for the new school in Rohnert Park. They have to truck in about 150,000 yards of import fill. This will keep six brothers busy for a few days.

### OUTLOOK BRIGHT

Federal Aid has allotted their monies for the fiscal year of 1963-1964, which will be distributed on the state level. The Corps of Engineers will receive \$20,000 to complete the Russian River Basin survey. The Naval Training Center at Santa Rosa has been allotted \$78,000 for construction of various types.

The Corps of Engineers received \$75,000 to continue developing the recreation facilities at Lake Mendocino at Ukiah. The Bureau of Land Management received allocations for access road construction to State Timber lands and recreation. \$56,000 will be spent on Red Mountain Rd., and Sheldon Creek Rd. will get \$30,000. All told, \$471,000 will be spent.

The Bureau of Reclamation will receive \$97,000 to complete a feasibility study on a multiple purpose reservoir on English Ridge north of Willits. This is a project that all labor has an interest in, for the total outlay could run into several million dollars.

## 10% Discount on I.C.S. Courses

We have been advised by the local representative of International Correspondence Schools that a 10 per cent discount on I.C.S. correspondence courses is allowed all members of the Operating Engineers.

If you plan to sign up for an I.C.S. course, show your union card to the salesman. If you have already purchased a course, let your Business Representative know, giving your name, address and I.C.S. number, and he will submit this information to the company so you may receive a 10 per cent credit.

# 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 these areas. Everybody seemed to be 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.

—ac—

**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 Pres. Hunter P. Wharton, Gen. Sec. Treas. Frank P. Converse and the entire General Executive Board of our International Union. 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—Intl. Vice Pres. Newell J. Carman.

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 host locals for this conference, and they did an excellent job.

We had our full delegation at the conference. These Western States meetings are extremely valuable to us. The officers, executive board members and agents who are able to attend gather information that is certain to be valuable in their every-day work of serving members of our Local Union.

It should be said, also, that each of these Western State Conferences seems to be better than the one before, and the attendance from all over the country gives us an opportunity to learn what is happening elsewhere. We find that the same kinds of problems are encountered in all the areas and that, if it's any satisfaction, many locals have more problems than we have.

—ac—

**AS YOU WILL NOTE** elsewhere in this issue, groundbreaking ceremonies were held in Redding for our union's 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.

—ac—

**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 mainland 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, NLRB 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.

—ac—

**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.

### ENGINEERS NEWS

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## What's New in Oakland

# Aqueduct Job Is Marvel of Automation

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

McGuire & Hester have their canal lining crew running along rather smoothly at this time on the South Bay Aqueduct near Livermore.

This is quite a modern operation, with both the trimmer and the slipform being the new all automatic controlled types. These machines are track mounted and are guided completely by a wire set to grade on each side of the canal. The machine is set to grade on this wire by the operator and all grades and alignment are automatic.

The wire is set on iron stakes and drawn real tight. This wire is set by Bro. Ralph Carr, a gradesetter. The trimmer and the slipform are controlled on the same wire.

The trimmer, naturally, goes first, operated by Bro. Melvin "Jack" Armstrong, with Bros. Joe Herron and Luther Lynch as oilers. This machine can trim out approximately 6 feet and moves along pretty fast. When the machine is in operation, it is up to the oilers to watch the control "jacks" on the wire to see that they do not hang up or become damaged in any way.

The slipform crew consists of Bro. Johnny Williams, operator, with Bros. Harvey Leonard and Willie Gilley as screedmen. These machines move fully automatic screeds, so these men have the duty also of caring for the control boxes that run on the wire to guide the machine.

Bro. William Gilmore is the operator and Bro. Augusto Fernandes the oiler on the multi-foot mixer.

Bro. A. E. Brockhoff is the operator on the finishing jumbo. This is a moving scaffold of sort that the cement finishers ride on to do the hand finishing.

### CONTRA COSTA

Dry January weather allows work in upper Contra Costa county to continue at a very good pace for this time of the year.

Martin Bros. moved back into the Virginia Hills tract in Martinez and will work as long as the weather holds. They have a number of other small tract jobs in various stages of completion.

Gallagher & Burk completed the earth-fill dam and relocation of roads for the County Flood Control in the Brentwood area but have a number of other grading and paving jobs working with an approximate total of 125 engineers on the payroll in the district.

Gordon Ball has a full crew in the Concord shop, getting the equipment ready for spring. Price & Harris has three truck cranes working on the structures for the Highway 24 freeway in Concord.

### RUBBER PARKED

Guy F. Atkinson Co. is keeping some of the brothers busy on the structures and doing a limited amount of dirt moving on the Walnut Creek-Danville freeway, but most of the rubber is parked for the winter.

A. Teichert & Sons have a crew widening the Crow Canyon Road in the San Ramon area

and another crew doing the same type of job north of Byron.

American Pipe & Construction Co. is trying to wind up its section of the East Bay Aqueduct at Lafayette and hopes to sell the job sometime in February. This has been a two year job and at peak, employed 50 Engineers.

Bro. Fred Mankin is kept quite busy doing the maintenance for this crew. The whole concrete spread and the trimmer are under the very able supervision of Bro. Bill Crowder, who has had many years of experience at this work.

### 4 MILLION YARDS

The Erwin D. Varwig Co. was awarded the site preparation for the Castro Valley High School on Crow Canyon Rd. near Castro Valley. This job has some 1,600,000 yards of dirt to be moved, plus some other work. This company did the first section of the Hayward College and also the General Motors plant in Fremont. They have moved some 4,000,000 yards of dirt in Alameda county in the past year and a half.

Bro. Les Schrag was just recently promoted to Plant Superintendent by the Rhodes & Jamieson Company. Bros. Les has worked for this company for many years as an operator. He will now have complete charge of the Centerville Plant. Our congratulations to a worthy Brother.

Bro. Warren Wilson, an Engineer who utilizes his off hours as a gunsmith, has turned what started as a hobby into as nice a gun shop as can be found in the area. Bro. Warren is owner of the Diablo Gun Supply at 3124 Clayton Rd., Concord. He recently took over the dealership for the Ljutic Auto-loader — a machine for reloading shot gun shells. This patented device loads a box of 12 gauge shells in 38 seconds at a cost of approximately \$1.00 per box. The empty shells, shot, wads, powder and primers are put in tubes above the machine. Every time the handle is pulled, eight operations are performed.

## W. Coast Eqpt. Co. Reorganized

West Coast Engine & Equipment Co. of 1081 Eastshore Highway, Berkeley, Calif., has terminated its direct Allis Chalmers distributorship. The key men in the shop are partners and members in good standing of Operating Engineers Local 3—L. R. Vincent, Charles Szenasi, Woodie Cunningham and Heye Stratmeyer.

They announce they will continue to do business offering the following services.

1. Good field and shop facilities specializing in heavy tractor and construction equipment repair, not limited to any make, but soliciting Allis Chalmers, Caterpillar, International and other repairs.

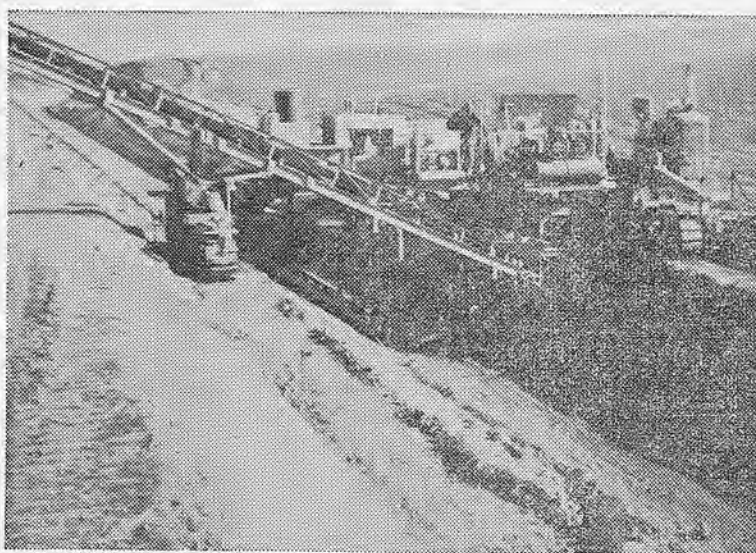
2. Well equipped injector and pump room with full discount on parts.

3. Letts Industries of Detroit has appointed them West Coast

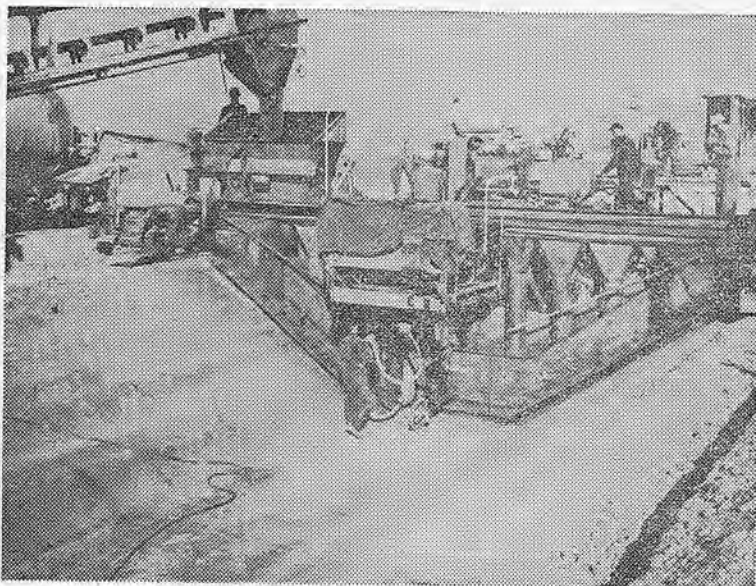
## Look, Ma... No Hands!

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.

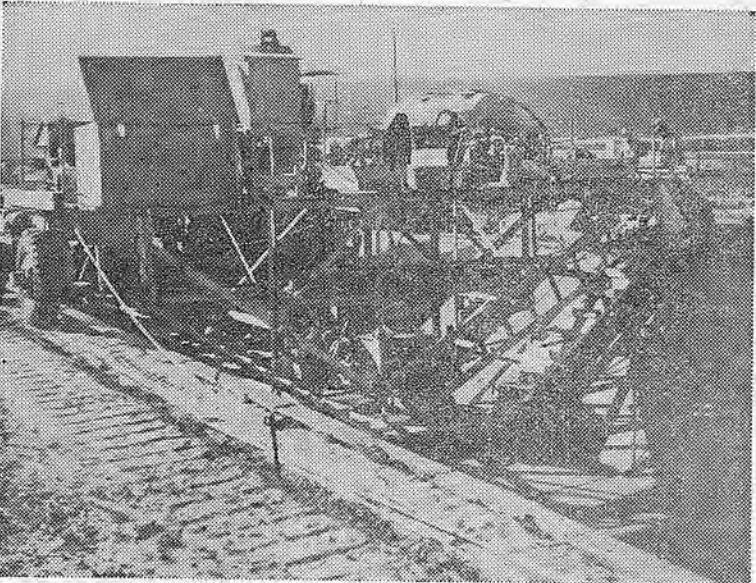
### The Trimmer



### The Slipform Paver



### The Finishing Jumbo



warehouse, and they will stock them with over \$100,000 in Caterpillar, Allis Chalmers and International tractor parts. Off-the-shelf delivery for direct customer sale.

4. Cutting edges and blades available for all models of tractors, scrapers and graders.

5. Parts department will continue to stock many of the exchange assemblies such as torque

converters, clutches, injectors, pumps and other parts on which a quick exchange would save costly down time and expensive repair.

6. West Coast still has very substantial stocks of used equipment and due to termination with Allis Chalmers offers it for sale at very realistic prices. Many machines are available for rental.

## North Bay Work Is Holding Up

By T. J. STAPLETON and STAN GARBER

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. With decent weather holding out, it finds jobs of considerable size running and manages to keep quite a few brothers gainfully employed.

As this goes to press we learn that Peter Kiewit 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 Syar & Harms & Gordon H. Ball, Inc., who were awarded the Novato job at a cost of \$3,929,296.

We wish to call to your attention: Please notify us if you have returned to work, as it will help us keep the out-of-work register up to date. Your cooperation in this matter will help all concerned.

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

### REFUNDS

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

1. Received more than \$4,100 in wages during the year for work in California.
2. Had deductions for disability insurance (either State or Voluntary Plan) taken from your wages, and
3. The total of such deductions exceeded \$41.

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

More year cards for 1963: Following brothers have joined the year '63 membership group — Leon H. McKinney, Tom Pilkington, John Kolesar, Robert Theron, W. H. Mougovan, Elmer Lane, Cal Hall, Richard Irwin, L. P. Meyers, Marie Cerri, J. R. Shankland, Louis Paysse, John Williams, Herman J. Zehnle (thru 1965), E. E. McElroy and Art Bresnan.

Our thanks to Brother Pete Verhonik for taking the time to donate to our Blood Bank.

## Rap 'Work' Drive

AUGUSTA, Me. — A petition drive for a so-called "right-to-work" law in Maine has been sharply denounced by the Republican governor and the commissioner of labor and industry.

Gov. John H. Reed charged that the agitation for a law banning union shop agreements has come "from outside the state" and warned such a law would create "unrest and disorder" in labor-management relations.



# Frozen Utah Is Hopeful for '63

By JAY NEELEY, MERLIN BOWMAN, JOHN THORNTON,  
VANCE ABBOTT & LAKE AUSTIN

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

We still haven't had much snow but we are hoping for an improvement on this. As it stands at this writing, the State of Utah only has about 45 percent of the normal water-fall. It is quite possible that the fire hazard will be very bad later this year.

Jobs still trying to work in the Salt Lake City area are Bob Wehyer Construction Co. on the Kennecott building and the Stillman Bridge job, with some of our Brothers able to get a little more than unemployment benefits.

Isbell is still having a go at it on the dyke, with eleven of our Brothers working. The completion date is in March, and the company is trying to make it on time.

## TRYING TO WORK

The big building jobs are still trying to work whenever possible, and we have one more big building started by Culp Construction Co. It is the long-awaited Library Building at 5th South and 2nd East. Fred Berquist is doing the preliminary excavating work.

Generally, the smaller contractors are not working but are getting ready for the big push this Spring.

In the last edition we reported an accident at the Kennecott Mine. Since then, Brother Richard Beals has succumbed to the injuries received in this accident. His passing was felt by the many Brothers who knew him. Accidents of this kind are very unfortunate because of the nature of the work of the bank trimmer.

## KENNECOTT

The Safety Program of Kennecott Copper is a good one, but like all safety programs, sometimes they need a little extra push. We have one Joint Union-Company safety meeting each month and cover as much ground as we can, but any suggestions from the members working at Kennecott would be appreciated.

At present we still have 11 brothers on the street because of the cut-back. We hope they will soon be back on the payroll.

Our next membership meeting at Kennecott will be the first Thursday in March, 9:00 a.m. and 7:00 p.m.; in Pioneer Hall in West Jordan. We would like all of the Brothers to come to these meetings and discuss any problems that you may have.

## NORTHERN AREA

Work in the North has very nearly come to a halt due to sub-zero weather, with only a few jobs going at this time.

Heintz Construction Co. is still working on their dam job east

of Ogden in spite of the 30 degrees below zero.

King Construction Co. have holed through on their tunnel, which has put some men out of work.

W. W. Clyde's job on the Willard Bay had to shut down completely, but should get under way on the rock portion as soon as the weather moderates and they can get their haul roads cleared.

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

Fife Construction Co. only had a few weeks left on their Free-way job at Brigham City when the cold weather hit, forcing a shutdown. However, the Rock Products division of Fife Co. still has a good crew working at their sand and gravel plant and the shops in Brigham.

Waterfall Construction Co. and Sand & Gravel Co. still have a few of our Brothers working on gas lines in the Ogden area and a full crew in their Sand & Gravel and shops.

At this writing it looks as though we will have a very good year in the northern part of the State, with a few good jobs to start the Spring season out with.

## PROVO AREA

Plunging temperatures in the —10 and —12 degrees range put a stop to nearly all the work that was going on. J. M. Sumsion & Sons Co. at Blackrock are still moving at a reduced pace with about a dozen operators on the job.

W. W. Clyde Co. are starting on the Leeds job, but have not cranked up at Harrisburg Junction. This firm was the apparent low bidder on two small jobs this week—on Highway No. 29 west of Orangeville and the overpass concrete structure on Interstate No. 15.

L. A. Young Sons' 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 down, and the movie company was forced to stop production until it warms up.

## FREE-LOADERS

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 band together and influence those who are working in the industry and riding on our coattails without the benefit of membership in the Operating Engineers, to join, and for all to give their undivided support that we might obtain the type of contract with benefits and conditions that befit the skill of an Operating Engineers and citizen of the United States of America.

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

Syar & Harms are keeping many of the Brothers busy in their various projects in Vallejo, Fairfield, and Vacaville areas. Among them is the Leisure Town Project which we have mentioned several times.

This is a multi-million dollar venture backed by the vision and judgment of Tony Syar. As a result, Solano county will have a new city, with new capital wealth and an increase in population without the attendant governmental costs for schools and other municipal services associated with population gains.

The new city of Leisure Town, in Vacaville, is on Highway 40 just east of the Nut Tree restaurant.

Here Syar is building 2,500 dwelling units in homes and apartments, plus a complete Town Center, with a Town Hall for community events, fully equipped craft shops, two swimming pools, a rose garden, lawn bowling and croquet courts. The town includes the established Leisure Town Golf Course.

## SPECIAL FEATURES

Leisure Town is created for and restricted to couples of retirement or near-retirement age. None with school age children are being accepted, although there are no restrictions on visits by children so long as they are not permanent residents.

It is estimated that more than 10,000 people passed through the model homes in the first 10 days, some of them from as far away as San Diego, and inquiries are coming from as far as Alaska.

Every home, apartment and public building will have refrigerated air conditioning and perimeter forced air gas heating. In addition, all wall switches are waist height, electrical outlets are 18 inches from the floor. Showers are large, with grab bars and vertically adjustable shower heads.

All materials are maintenance-free as possible. Roofs are shake with large overhanging eaves. Garage doors are overhead and each garage has inside access to the house. Friendship lanterns are on each front house drive for good lighting. Houses back onto a 500-foot green strip. All in all, this is a tremendous advancement for Solano county. Work will go on for quite some time on this project.

## OTHER JOBS

Marin Rock on the Wunderlich job is still working at Highway 40, but in the last stages of completion, with only a few brothers still on the job.

Bill Gattung in Suisun has several small jobs in the Fairfield area and at this writing is back to work. Slinson in Napa are keeping a few busy. M. Pete Weber is doing a water main installation on Sonoma Blvd. in Vallejo.

Teichert & Son of Stockton are grading and constructing a county Road at Putah Creek 3.9 miles S.W. of Winters.

Macal Improvement Co. is starting a small job at Fairfield. The Gordon Ball-Syar & Harms Job at Vacaville is using a few Brothers.

# Personal Notes

## Eureka

It is with sadness that we of the Eureka office send our heartfelt sympathies to the families and loved ones of Bros. William Tomberlin and William O'Dell Clark, who passed away Jan. 2, 1963. Brother Tomberlin was a former Business Representative of the Eureka district.

We also send our sympathy to the Forest Slack family on the passing of their daughter, Diana Mae, January 9, 1963.

## San Rafael

Members on sick list: Bro. W. B. Grant confined in Santa Rosa Memorial Hospital for knee operation. Best wishes! Bro. Dick Gotelli, Marin General. Congratulations to Bro. Utah Tim Cox and wife—another exemption (No. 9). A girl this time. Condolences to family of our late Bro. Ed Frisbee.

## San Mateo

We have lost three more of our good brothers in this last month. Bro. Walter Furrer and Bro. Glen Sutton left us in January. Bro. Harry A. Frey passed on December 24, after the January "News" had gone to press. We will long remember the good they accomplished for the industry, and we will always miss their talents. Our deepest sympathies to their families.

## Utah

Bro. Ivan Albertsen is in the Dee Memorial Hospital. Brothers who donated blood are John Moody, Wynn Wood and Jerry Albertsen. Bro. Charlie Connors is in the LDS Hospital in Salt Lake City. Blood donors are Harold Green, L. T. Garrett, Joseph Bartlett, Randolph Ward and Warren Thompson. Bro. Jake Messer has been transferred to the chronic hospital in Roy. Names of blood donors are not available.

Bro. Clarence Bruner is in the hospital undergoing eye surgery. The latest report is that he is doing very well. We regret that Brother Harold Wright is still in the hospital after his accident at Flaming Gorge.

## Vallejo

Congratulations to Brother Ronald Campbell on a daughter born Jan. 9, 1963, weighing 6-lbs., 1-oz. Also, again our thanks to Mrs. Ray Culp for another blood donation Jan. 8, 1963. This is the second time in about two months.

## San Jose

Bro. Joe Mathias, who has been laid up with a back injury for over a year, stopped in at the office. He hopes to be able to go back to work this summer and asked to be remembered to the brothers. Bro. Walter Hubbard is convalescing from recent surgery.

As we told you in the last two reports, the number of pints in the Blood Bank is dangerously low. May we suggest that now while you are not working, it would be a good time to bring your Blood Bank up to normal! Our sincere thanks to Brothers Pat Callahan, John Muniz, Gordon Call and Les Baker, who donated their blood during the last month.

## Oakland

California Rock and Gravel Co., at their plant in Livermore, have lost two of their old-time operators in the past month. The fellows just decided to put away their tools and relax.

Bro. Joaquin 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 1938. Bro. Martin lives with his wife, Maude, at Rt. 1, (Sycamore Road) Pleasanton.

Bro. Geo. Frates, who also decided to call it quits, lives with his wife at 3726 May School Rd., Livermore. Bro. Frates was born in Livermore and has spent all his life in this valley.

## Santa Rosa-Ukiah

We have not had any blood donors this month and would greatly appreciate some response from our brothers. Congratulations are in order to Bro. Carl E. Anderson who recently became the proud father of a 7-lb. baby boy. Congratulations, too, to Bro. John Paul who last month became a proud parent of a 7-lb. 11-oz. baby girl. Our get-well wishes to Bros. Bill Ward in Lake County and Harper McLain. Both fellows are coming along nicely.

## Stockton

Bro. Noble Maynard, home recuperating from surgery, has expressed his sincere gratitude to the brother Engineers at Camanche Dam for their help and concern during his illness. Also recuperating are Brothers Gilbert Dahl, open heart surgery, and W. R. Potts, job accident.

## Sacramento

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

Recent blood donors in the Sacramento area were: Al Dalton, Bill Dalton, Jack A. Scogin, Clayton E. Fassett, R. K. Martin, Virgil Smoot, Dick A. Wood, Clyde J. Coan, M. L. Purser, Evelyn G. Hays, Opal J. Allen and Alonzo R. Allen.

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Call SH 3-2125



# Sacramento—Good Outlook for Spring

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

The Sacramento area is getting a large out-of-work list. Most of the contractors have run out of work or shut down.

We have some good jobs coming up in the spring. N.I.D. is going to start letting bids on their work some time this winter and there should be some good freeway work in the next few months. There may be some work let on the Auburn dam site.

Granite Construction Co. is going with a small crew at Sunset City finishing the paving and cleaning up the underground. There is supposed to be another unit of this huge project let for bids if the houses now being sold warrants it.

Loomis Inc. have their steady crew overhauling the equipment and doing small jobs in the Loomis Basin area.

## SPRINKLERS

Sacramento Irrigation Engineers have the 37 miles of underground sprinkling system completed at the Roseville Golf Course and started on the final phase of landscaping and grading.

Work in the Auburn area is slow, with the local contractors overhauling their equipment and taking on small paving and grading jobs when they can.

Briggs-Conley-Dennis have some mechanics going at Cisco Grove but the excavation is at a standstill until spring. Around Truckee and North Shore Lake

## COME AND GET IT

Checks are being held in the Sacramento office for the following brothers:

J. Clark, Mell A. Duggin, Harlan H. Elam, Karl Elze, James F. Fox, D. Garrett, James W. Harrison, Wayne M. Hausauer, J. A. Jastraub, Ed Jenicks and Thomas J. McWilliams.

Also, L. B. (Rocky) Rothwell, Don M. Randall, H. Seal, Frank Storage, Donald Stevens, Victor West, James H. Clark, Don Litalien, John Jones, Beauford N. Weir, B. A. Johnson and Donald D. Mooney.

Tahoe the boys are in hibernation for the winter.

The N.I.D. and Placer county water projects are expected to start this year. More information on these projects next issue.

## PIPELINES

The work on the West side has slowed down the same as the other areas. There is very little dirt work. N. P. Van Valkenburgh should finish their pipeline in the Pocket area by the time this goes to press. Rosecrans Const. Co. is progressing rapidly on their pipeline job on Fruitridge Blvd.

Dinwiddie Const. Co. are coming along fine on the Macy department store at 5th & Capitol. Teichert has most of the dirt moved and Raymond Concrete Pile Co. has moved a rig in to start driving the pile. The contract for this building should be let in the near future. Also, the overpass job at 5th and K Sts. should be coming up for bid soon.

Continental-Heller Co. has almost finished their Department of Motor Vehicles building. They are still going strong on the Retirement building and the Mental Hygiene building. Heller-Neilson Co. will be finished on the I.B.M. building by the time this goes to press.

## TOUGH JOB

Lentz Construction Co. has about two more month on their pipeline job in the west end for the Redevelopment Agency. This has been a rough job on machinery and nerves. The area they are working is full of redwood railroad ties that have been there for years and they are sure tough to cut through.

N. P. Van Valkenburgh still has three crews working on their pipeline job in the Natomas area. They hope to go all winter.

Over in the Davis area there is still quite a lot of activity at the University. Reliable Crane Service has really taken over on the Lathrop Construction Co. job. They have four rigs setting so close together that their booms are almost touching, to set a number of columns weighing approximately 14 tons each around the library building.

Raymond Concrete Pile Co. has completed the pile-driving on the Atomic Reactor building. Stolte

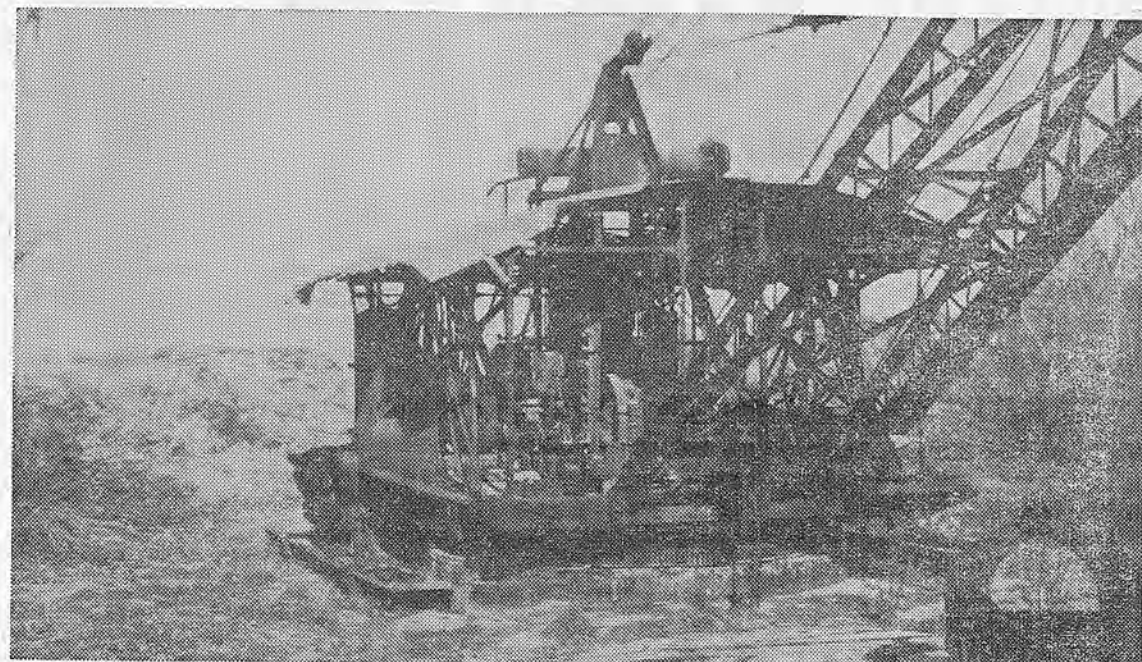


Photo by Ed Hearne

**A FRONT VIEW** of one of the late model draglines in the Sacramento area. Its whereabouts are being kept secret in order to keep interested people from crowding around and impeding the job.

Inc. has started the backfilling work and will start on the building itself.

## STUDENT HOUSING

Out on the Alcan-Pacific job at the married student housing everyone is real busy. Watts Bros. is laying the foundations for the buildings and Teichert & Son and Delzer Pipeline have the underground and street work. This job will last as long as the rains hold off.

Highway 50 and the Pollock Pines area are still working some lucky brothers. Fredrickson & Watson Const. Co. at the freeway are still moving material. They also are working at the Coon Hollow and Coloma plants. This job will finish up in good time in 1963 and will make a beautiful freeway alongside of Old Hangtown on the way to Lake Tahoe.

There will be another piece of the freeway let, to join this, on the 20th of February. This will give us new freeway all the way from the Fredrickson & Watson job west of Placerville to River-ton, beyond Pollock Pines.

## MAY MOVE

Schutt Clearing Contractors at the Loon Lake Dam job moved their rigs back on the job and are doing more burning, trying to beat Old Man Winter. They will move the rigs out if it starts to snow again.

Paul Hardeman Co. is still working three shifts on the tunnel beyond Loon Lake. This company has made a deal with the J. A. Jones Const. Co. to keep the road open as long as possible, which should keep a number of brothers working late into the winter.

Walsh Const. Co. on their job at the Chile Bar Dam are making good headway. They have their office set up and are building a road into the dam site. This job will go all winter.

## HOUSING

The Cameron El Dorado Development Co., at the El Dorado Hills west of Shingle Springs, are starting the second unit of their housing project, which means a lot of trenching and street work. The Del Cable Co. will do most of this work from now on.

Teichert Const. Co. is making the dust fly at the El Dorado Hills housing job. The golf course is already finished and in use, and they are building houses like mad.

Bennet Murray, Joe Vicini and some of the smaller contractors,

## SF: 'UNBUILDING' TUNNEL IS QUITE A TRICK

By **JERRY DOWD, GEORGE BAKER, and BOB SKIDGEL**

Until the most recent rains, which broke the record dry spell, work has been holding up pretty well in San Francisco, but few new jobs are being started, and as the work finishes, the out-of-work list has been slowly growing.

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

Prodanovich Construction Co. has been racing along on their sewer line at Lake Merced, laying 1,000 feet of pipe in one day, which is pretty good.

along with a few pipeline contractors, seem to always be working some place in the area.

Douglas Test Site is the scene of much activity these days. Harms Bros. has finished their phase—moving dirt and making fill. They were fortunate in having good weather, but they were almost stopped by the fog early in the job when the surveyors could not see to set stakes.

Ben G. Gerwick Inc. has moved two piledrivers onto the job and are driving piling at present. They have seven hundred steel "H" beam pilings to drive with a 75-ton Lorain truck crane and a 3900 Manitowoc crawler.

## COLLEGES

A. Teichert & Son has had a spread of cats working at the American River Junior College, doing the dirt work on the new football stadium. They also have a large spread of rigs at College Greens subdivision on Folsom Blvd.

A. Teichert has put the entire shop crew back to work at Perkins after a rather slow start this year.

Brighton Sand & Gravel has most of their men back to work in the shop but very little else going.

Stockton Const. Co. has a good start on the sewer jobs in the Carmichael area. This will be a good winter opportunity for the brothers.

Work is slow at Aerojet, but Delto Construction Co. is keeping their crew busy doing grading and paving all over the plant.

Harney 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 Alemany overpass has been finished, and the sharp curve on Mission St. has been eliminated.

Water Work Constr. Co. has corralled a number of small city contracts and is busy on one at Pt. Lobos & 42nd 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 the Annex to Mt. Zion Hospital at Divisadero & Post Sts. LeBeouf & Doherty are making good progress on Pier 1.

Piombo Construction Co. has been moving dirt on the site for the new Mary's Help Hospital and, subject to weather interruption, has another six weeks of work.

Eichler Homes apartment project in Visitation Valley is 35 per cent completed. Peter Kiewit Sons is 90 per cent complete on piledriving and has started the structures on the southern extension of the freeway from Alemany. W. D. Nicklos is still hauling surplus dirt to the Islais Creek dump.

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

Cole Construction Co. is halfway through its sewer job on Berry St.

## "UNBUILDING" TUNNEL

M-K 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 has to be from the middle toward 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 toward both ends by the Cat.

When all of the tunnel bore is solidly packed, the Cat will be hauled up and the shaft plugged up.



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# Skeleton Crews In San Jose

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

Work is slow at this time with over 600 men on the "out-of-work" list. There are a few large jobs underway, but most of the contractors are working with skeleton crews.

Piazza Paving Co. have completed the grading on the San Jose Airport, and are laying the cement-treated base, with completion expected in about six weeks. They hope to start paving the taxiways soon.

Pisano 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 on Saratoga Ave.

Reed & Graham are keeping both of their plants in San Jose busy, as well as their gravel plant in San Juan. They recently purchased 10 trucks and trailers and are hauling material to King City.

## RUSH SCHOOL

O. E. Anderson are trying to complete their work on the Fremont High School on Homestead Rd., in order to have it available for the second semester. They are making good progress on their building on First Street in San Jose and their job at the Santa Clara University.

Sanco Construction Co. of San Jose submitted the low bid of \$44,639 for a sanitary sewer line on Coleman Road. The 8,400-foot line will extend the Coleman Road sanitary system to the planned IBM research laboratory.

## JOINT VENTURE

One of the largest jobs in progress at this time is the joint venture of Gibbons & Reed, Dan Caputo and Herrick Iron Works on the Freeway job in San Jose. This project started last August and will total over \$4 million. Completion is expected in October or November of 1963, and due to the favorable weather, the work is ahead of schedule.

The Dan Caputo Co. is building the structures on the job. Herrick Iron Works are installing the huge 148-foot girders, which weigh approximately 30 tons apiece.

Gibbons & Reed have more or less come to a standstill on the Junipero-Serra freeway and Route No. 17, waiting for the completion of the structures some time in March. Then they expect to open up with a finish spread on sub-grade, a gravel spread, a crew on the cement treated base and a concrete paving crew which will put many brothers back on the payroll.

## SAFETY RECORD

In the season just completed Gibbons & Reed have worked approximately 14,000 man-hours under adverse conditions due to heavy traffic, with no loss of time due to accidents. Brother Ed Jolley, project manager, and his crew are to be commended for their excellent efforts.

O. C. Jones have started to move 150,000 yards of material on the 25 acre industrial subdivision in Stanford. At the present time three buildings are under construction, with nine more to

be built. Brother George Neighbor is the super, with Brother Bob Romitte as foreman.

## GOOD IN SANTA CRUZ

Work in the Santa Cruz area has held up well this winter, and most of the brothers living in this vicinity have lost very little work. Granite Construction are showing good progress on the Highway job, boat harbor, their quarry at Davenport and a couple of county roads. This firm was the low bidder on a \$90,000 job at Lockheed, near Boulder Creek.

The Watsonville area is slow. Bellicetti & Pellicciotti Co. are moving the dirt for Larkin Equipment Co. for a new location site in Freedom.

Phil Calabrese have started their subdivision in Carmel Valley and this job will last a couple of months. Granite Construction are getting ready to start their Seaside curb job. Brother Russell Kemp will be in charge.

The Salinas area looks good for 1963, with several good-sized jobs coming up. Madonna Construction Co. are setting up the second 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 number of the brothers busy this winter. They are planning to remodel the plant and make additions, which will make new jobs for some of the Engineers.

# 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 membership meeting held Saturday, Jan. 12, at the San Francisco Labor Temple.

The audit by Price Waterhouse & Co. of the union finances for the period Jan. 1, 1962, through June 30, 1962, was read by Treas. H. T. Petersen and accepted.

The general report of the Executive Board for the second half of 1962 was presented by Rec.-Sec. W. V. Minahan and voted on, and there were detailed reports, by Business Manager Al Clem on general conditions of the union and the gains made in negotiations, and by Pres. Paul Edgecombe on accomplishments of the union, both of which were well received by the meeting.

Brother T. H. Stapleton gave a talk on his attendance at the Harvard University Trade Union program and on what he was able to learn about conditions in our craft in the East during his stay there, which he described as generally inferior to those enjoyed by members of Local 3.

There was full and lively discussion of two critical proposals. One was a motion questioning the union's vigilance in preserving jurisdiction, and one a reso-

lution which could have committed Local 3 to heavy expenses without providing at the same time for ways of raising the revenue to prevent possible bankruptcy of the union.

The Executive Board recommended non-concurrence in both instances.

As to the motion, it was pointed out by the Board that all jurisdictional problems are handled according to the collective bargaining agreements which require their submission to the National Joint Board for Settlement of Jurisdictional Disputes; further, that Local 3 has won almost all its jurisdictional cases.

The Executive Board noted that the resolution had been set aside six months earlier with a suggestion that its framers "devise ways and means of financing the same," but again they "utterly failed to make any effort to comply with the July 14th resolve."

The meeting voted overwhelmingly to sustain the Executive Board recommendations in both matters.

Afterwards, Business Manager Clem expressed gratification over the action taken and declared, "I think the members present used excellent judgment in protecting the interests of those who were unable to attend."

Industrial Construction Co. at Brady's Hot Springs are going again, the cold weather having eased up.

Silver State Construction Co. at Fernley have also been down for a few days with the 21's and the cat and can spread. The cold weather letting up somewhat, they will resume shortly.

Engineers Limited have just got underway with the section of 12-inch pipe line from Fernley to Carson City. The job will have a total of 35 Engineers and will take approximately two months.

## BIG LIFT

The first generator was set in position at the Frank A. Tracy power station this week. This was quite a project. The generator weighed about 90 tons and required one of the big cranes from Bigge Crane & Rigging and the 40 ton bridge crane in the building to handle this job. Jim Nergent the operator of the Bigge 90 ton P & H with Ivar Elston, oiler. Cliff Kellegren on the rigging truck. Brother Woody Raber taking his share of the load with the P & H Bridge Crane.

## 40 HOURS SURE

Housing tracts are still moving but at a slower pace, because the cold weather doesn't allow the concrete crew to work as steady.

The hotels and casinos buildings are still keeping a few brothers earning good checks.

Peter Kiewitt and Boyle Brothers, a joint venture for the Atomic Energy Commission at Project Shoal, are well along with their shaft job. This is one of the first 40-hour guarantee jobs negotiated by Local No. 3's negotiating Committee, and the

brothers on the job are real happy with the arrangement.

At Isbell Construction Co.'s 2nd Street gravel pit operations, the superintendent, Brother Bill Boegle, at this writing, is in old Mexico on a well-earned vacation; however, 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 as well without Boegle'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 their part of the project, and Ponderosa Clearing is carrying on the Incline Village Development, Inc.

# Survey Notes: Union Hits Two Jackpots

By ART PENNEBAKER 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 California Technical Engineers Agreement, and Paul Ramar 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-touted San Luis Dam. The Bureau of Reclamation is to put in all of the construction stakes. The contractors will stake only access roads and controls in the four tunnels.

THE FINAL Board of Adjust-

ment met with the A.G.C. on January 30, 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 approximately two years to arbitrate. This arbitration concerned Technical Engineers on the Alcan-Pacific job.

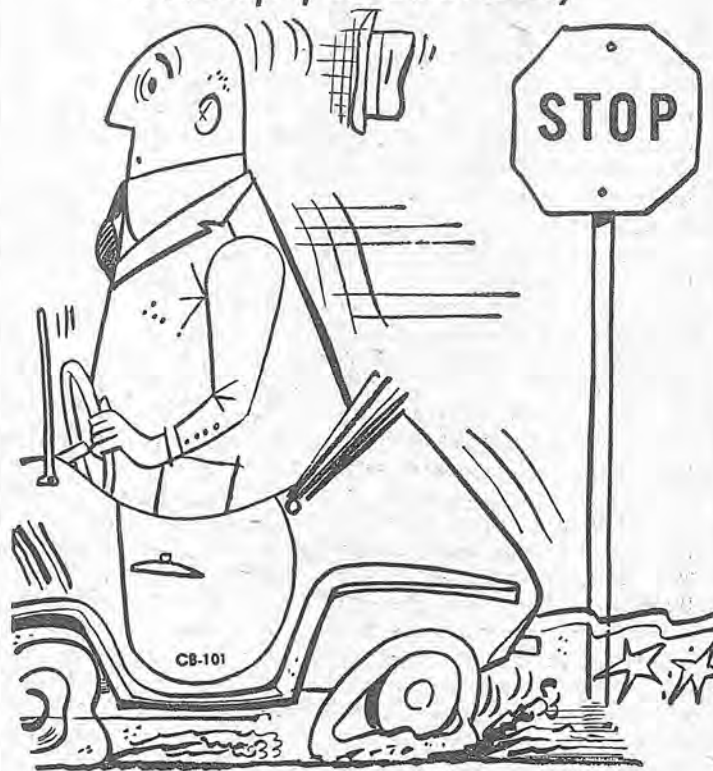
We can be thankful that the Technical Engineers had foresight enough, a number of years ago, to choose to belong to a large, financially-sound union.

This has been a costly battle, both in money and time, and 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 agreements.

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# Marysville Picks Grievance Men

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

We would like to take this opportunity to thank all the brothers in this district who attended our last district meeting in Oroville January 17. There were 185 present who were all interested in the business of their local union.

Brothers Earl Hart, E. R. Bell and B. B. Gilbert were elected to the Grievance Committee for the year 1963. 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, M. H. Barton, Robert De Arkland, Charles S. Elan, Dan Hushman, R. Rogers and James B. Sutton.

consisting of brothers Robert Christy, Robert McLelland and E. N. Fowler did an outstanding job, and it was a pleasure to work with them.

At the present time we have 879 operators and oilers on our out-of-work list and it is growing every day with some of the jobs completing.

## MID FORK BRIDGE

The State Department of Water Resources has awarded a \$4,346,104 contract for construction of what will be the highest highway 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 city limits and is part of the relocation of the Oroville-Quincy Road necessitated by the reservoir to be created by the dam. Steel cables nearly 11 inches in diameter will suspend the 1,778 foot long bridge 627 feet above the river bed from two 1,108 foot high towers. The deck will provide for two lanes of traffic.

Many of our brothers have been calling in asking about this job. At present we have not had a pre-job with the company nor do we know when they plan on getting started.

## OROVILLE TUNNEL

Frazier-Davis Construction Co., have begun underground work at Oroville Dam on a second diversion tunnel, costing \$9.3 million and stretching nearly a mile. The 35 foot tunnel will divert the Feather River when the dam causes it to rise above the first tunnel. On their first tunnel the brothers are approximately halfway through mucking out 12 feet of the bottom. They hope to start pouring concrete some time in February. Both tunnels will be completed in 1964.

Grass Valley—Tentative target dates have been set by the Nevada Irrigation District for construction and bond bidding in its proposed project.

April 10, 1963 was set for opening of bids on project construction and May 1, 1963 for the bond bids. The district is planning a \$65 million Yuba-Bear rivers water and power project.

A court order giving the State immediate possession of a Butte County rockpile needed for construction of Oroville Dam became effective December 19, 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 dredger tailings necessary for the earthfill dam. Natomas Co., principal owner of the rock, had opposed the State's original condemnation action.

## RICHLAND UNITS

Construction of the \$1,449,270 rentals for low-income and aged persons in Richland Housing Center is reported about 72 per cent complete in less than half the time allotted for the project under contract to Alcan Pacific Co. of Sacramento. Wm. Sinclair, superintendent in charge, says it should be finished by the last week in June.

An additional allocation of \$1.2 million for reconstruction of the Chico Titan missile silo destroyed in an explosion last summer has brought the funds for the project to a total of \$3.7 million. Peter Kiewit & Sons had the first contract and have two of our brothers still working to finish up.

## RECREATION FUNDS

Application to the State has been entered by the Oroville-Wyandotte Irrigation District for a share of funds under the Davis-Grunsky 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, but until these are firm no specific amount of money is being asked for the project. It may run from \$300,000 into the millions. There are at least four reservoir sites in Plumas county which may be included in the plans for camping, boating, fishing and swimming facilities.

## PALERMO TUNNEL

The last yard of concrete was poured inside the Palermo tunnel last week, thus causing a lot of our brother engineers to be laid off. This 6 foot tunnel which is 2400 feet long, is located about 6 miles out of Oroville.

The outside structures should be completed sometime in March. Morrison-Knudsen have also completed their job on the railroad relocation out of Oroville which has kept lots of our Engineers real busy.

## KIZER ROAD JOB

Ray Kizer Company are moving in high gear with their 4 1/4 miles of road relocation at Forrest Ranch above Chico. This job consisted of moving 900,000 cubic yards of dirt and rock of which they are about two-thirds done. A. Young & Son have set their plant up to do all the crushing of the base material for this project. There is a total of 75,000 tons of material to be crushed. We have 19 Engineers on this job.

George Brewster is still working a skeleton crew on Black Butte Dam, hoping to finish before the rains set in. The shovel should be completed on the spillway late in March this year.



**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.

# Oroville Dam Curtain-Raiser

California's largest construction project was given its public debut recently with assurances that it will have at least a six-year run. The occasion was a gathering of state and local officials to dedicate an observation area overlooking the State water project's Oroville dam in the Feather River canyon, five miles upstream from Oroville.

William E. Warne, State Director of Water Resources, called the building of Oroville Dam "a greater earth moving task than ever before undertaken for dam construction anywhere in the world."

He stated further the Oroville

Dam will require ten times the earth moving needed for Oahe Dam on the Missouri river, currently the world's largest earth-fill dam. He also said the dam will be more than half as big as all 571 earth dams controlled by the Department of Water Resources.

Oroville Dam will be the key unit of the nation's first statewide water project. It will be the highest embankment dam in the world and the highest dam of any kind in the United States. It is being built under the biggest civil works contract ever awarded competitively in this country.

Placing the rock and gravel

and soil that will make the great embankment will be by far the biggest earth-moving job ever done in California. It will be, in fact the second largest such job ever done in the world.

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 735 feet above the streambed—tall as a 75-story building. The crest of the dam will stretch 6,800 feet from one side of the canyon to the other. Before the dam is completed in 1968, nearly 80 million cubic yards of material will be moved into place.



**THIS COFFER DAM**, shown in damaged condition after the late fall rains, is being reconstructed for the start of a fish diversion dam which will be part of the giant Oroville Dam project.

# \$1 Million Dam to Save Salmon

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 structure 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 hatchery will be built there.

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

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

John Lawder, resident engineer from the State Department of Water Resources, said concrete pouring on the left side shore should be finished by late spring. At that time, the dam will be half across the river. Then the part of the coffer dam in 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 coffer dam removed.



# SAFETY IS OUR TARGET



LOCAL UNION No. 3 of the  
INTERNATIONAL UNION of  
OPERATING ENGINEERS

**GOING LIKE HOTCAKES:** Above is a reproduction of the safety "bumper strip" just issued by Local 3. In vivid, fluorescent colors, with adhesive backing, it's showing up everywhere on members' cars and equipment in the field.

## Report from Redding

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

Groundbreaking for our new Redding district building was the high point of the past month. This was a historic occasion for us all, and is reported on in detail elsewhere in this issue of our paper.

Turning to other matters, important but less exciting:

Stolte-Stephens have just about finished their dirt work, with all of the pile driving completed.

Fredrickson & Watson have been in full swing due to the unusual spring weather.

Vinnell Corp. is still busy on their Red Bluff Diversion Dam and will not complete this job until late in 1963.

### NEW WORK

The new Red Bluff freeway project was awarded to Lord & Bishop Inc. and Macco. The meeting with the Contractor is set up for early February with work to start immediately after—weather permitting.

Since many of the fellows are wondering about the actual date the \$12 million freeway will go through Redding, we have to tell them we have no definite information on this. However, the state has purchased all the property and buildings in the way of the proposed freeway, including our office building.

A \$200,000 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.

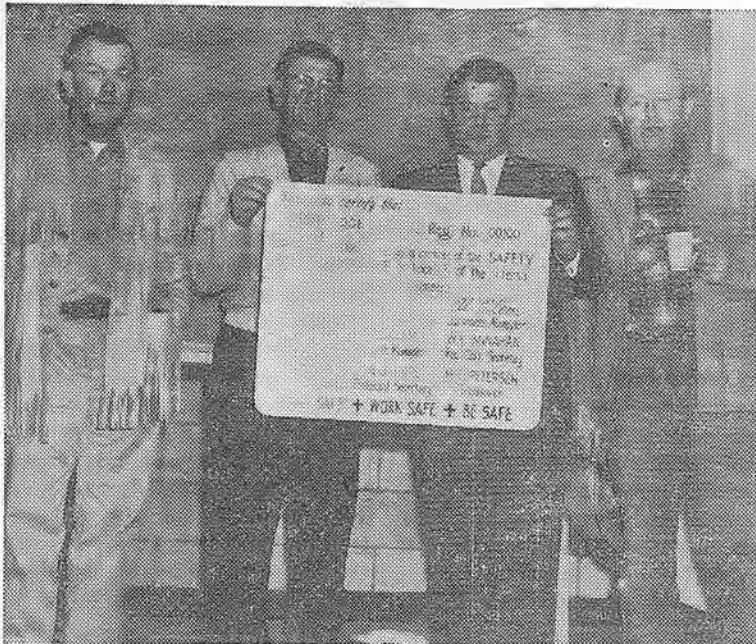
To date we have no word from Ray Kizer as to the starting date of his \$1 million project on 299 West Fawn Lodge. This will be a cool job for the brothers in the summer time.

### PG&E PROJECT

When construction started last month on the giant Pit-McCloud northeast of Redding, some Shasta county residents heaved sighs of 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 30 brothers working at Pit No. 6, and 40 working at Pit No. 7.

Piombo Construction is working on the access road to the tunnels—at present they are working on the Lorenzi log road which is 4 miles to Pit River. PG&E Pit 3 bridge will connect the access road to Iron Canyon Dam.

Shea, Kaiser, Morrison, Macco



**ENTHUSIASTIC** about Local 3's program of Safety Education Committees were the brothers shown here with an enlarged facsimile of the credential card issued to 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) Tex Sheeran, John Hughes, "Woody" Greenwood and Bud Trisdale.

is busy facing Pit No. 5, setting up dry houses and compressor houses. They will begin soon facing 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.

Sprague & Henwood is still core 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.

### SAFETY MEETING

Redding held its first Safety Education Committee meeting January 23rd, with 80 Brothers enrolled. Guest speaker was the U.S.B.R. director of safety, who spoke on the progress 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,

U. S. inventors outdid themselves in 1962, with an all-time record of 55,000 patents issued. Prior record year for patents was 1932, with 51,000 issued.

and save a pint for our drive. This year again we will have a mobile unit come to the Engineers Office at 1054 Tehama Street—PLEASE GIVE A PINT—OF BLOOD.

We are holding checks for the following: William R. Horner, F. K. Corbit, Cecil Francis, Howard Ritchie, Oliver C. Taylor, Kenneth Coonce, Frank Skala, Walter McIntosh and Jess Bowden.

## A Program To Keep Kids Safe

*(The following is an idea for a community service program to make construction projects safe for children, submitted by Brother Stuart T. Moncrief, Rancho Cordova, Calif., Reg. No. 698512. 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 I do, you have probably experienced the sensation 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 the name of the Operating Engineers Union a shot in the arm.

What I propose is a campaign somewhat on the order of the safety campaigns 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 rounds of our schools.

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 P-TA meeting and propose this and get their backing. At the meeting I attended I made my suggestion and received wholehearted 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 to enable our Safety Representative to set this program up. It's just one evening, guys. How about it?

Sincerely,

**STUART T. MONCRIEF**  
3012 Blackpool Way,  
Rancho Cordova, Calif.  
Reg. No. 698512

## Changes in Labor Committee

By A. G. BOARDMAN  
Education & Research Director,  
Calif. State Conference of  
Operating Engineers

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

The Speaker of the Assembly, Jesse Unruh, 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 also do, as there is a 30-calendar-day 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. A recognized friend of labor, Senators Holmdahl and Rodda had perfect records on labor over past Labor Committees. The Committee chairman, Sen. Eugene McAteer of San bor legislation during the 1961 session. Senator Schrade had a bad record as a member of the Assembly.

Senator Way, a rancher, and Senator Pittman, a businessman, are new to the legislative halls and must be given a chance to prove themselves. Senator Nisbet in the Assembly during the 1961 session was rated a good legislator by the California Labor Federation. His record was 32 good votes, 2 bad votes and 4 absences. Senator Nisbet's record, along

with those of Senators McAteer, Holmdahl and Rodda, indicates that labor should have at least four solid friends on the seven-man committee.

Your Director of Education & Research has been busy getting acquainted with the legislators and is attempting to formulate legislation on labor safety laws and a license for stationary engineers.

### SOCIAL SECURITY

WASHINGTON—A new booklet that tells where the social security tax payroll deduction goes—where the money will come from to finance benefit payments in the future—has just been published by the Social Security Administration. The pamphlet is called "Financing Your Social Security Benefits." It may be had without charge by asking at any local Social Security Administration offices for Booklet 36.



# Migration to Fresno

By JOE MILER, B. F. (Tiny) HELLING and GLENN MULLOWNEY

A heavy migration of Engineers to the Fresno area is under way due to the San Luis Project and the newspaper accounts of the same. Our out-of-work list is growing every day, and men are coming in from all parts of the country expecting to go to work the next day.

We have continuously reported in this article that there will be only limited hiring during the first few months of the project, and at the rate of incoming unemployed operators, we cannot possibly put them all to work, as there will not be that number of jobs available.

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 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.

## 600 TO 800

Officials of the company were contacted this week and they have given us this information. They will have a total payroll of about 600 employees on the average during the job, and at the peak they may have around 800 employed.

There will not be any equipment 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.

McNamara Construction Co. has the road around the San Luis Dam and will hold a pre-job conference with us February 1, 1963. They expect to get started on this job by February 1 and will get into full swing as fast as they are able. This project was bid for \$12 million to build about 12 miles of six-lane road of which four lanes will be paved now and the other two to be paved when required by increased traffic.

## SELMA FREEWAY

Bids have been advertised for opening February 6, 1963, for 8 miles of four-lane freeway on Highway No. 99, beginning one half mile north of Highland Ave. near Selma to a point North of the Tulare County Line. Five million dollars has been made available for this project which will complete the Construction of the main freeway thru Fresno and Tulare counties.

Kasler & Ball have subcontracted the dirt on their Madera county freeway to Crow Bros., who have moved in a spread of DW-20's. Most of this equipment came down from Northern California and they brought a number of Local No. 3 Operators with them. Fresno Paving will do all of the paving on this job.

Peter Kiewit & Sons on their Merced highway job are ordering a few more men as their equipment arrives. They tried an interesting new loader made by the 826 Development Co. of Tucson, Arizona. We may see more of these, as they will put out three thousand yards an hour with a Cat 46-A for power, although it proved too big for this job.

## OTHER JOBS

Standard Materials have the subcontract for base rock for P.K.S.; should have their new crushing plant on Bear Creek in operation early next month. Also awarded the contract to widen Belview Road in Atwater and have started the clearing.

Harrison Construction have 5.8 miles of mountain road to build between Coulterville and the Tuolumne county line. They are now moving their rigs from Los Banos and are recalling some of the men that worked for them on Highway No. 152.

Madonna Construction Company have been awarded the Contract for grade, sub-grade, and C.T.B. on Boatjack road at the Mariposa Fairgrounds in Mariposa, for \$276 thousand dollars.

Richard Moseman & Co. got the Jensen Avenue overpass job and started on the 15th of January. This contract was for one million dollars. Fresno Paving will do the grading and paving. Dan Mason will do the hauling.

Eugene Luhr Co., & Elmer Wendt Inc., were awarded a contract for approximately \$1 million for pre-consolidation on the San Luis Canal. This job started about January 28, 1963, and will have 30 or 40 Engineers working.

# Apprentice Program Pleases DAS Chief

Continued from Page 1—

industry contributions made enough money available for administration and to provide necessary materials, instructional research and instructors' workshops.

## NOT SO SIMPLE

The on-the-job training problems of the Engineer's craft were also somewhat different than in other trades, Hanna noted. In many trades, it's a simple problem to put a boy to work with hand tools and a small supply of inexpensive materials. It was another matter to make opportunities for use of equipment by Engineer apprentices.

That's where a Joint Apprenticeship program in the Engineers' craft makes a real difference, according to Hanna. "In the past a fellow had to 'steal' his time, more or less, to get a chance to operate equipment," he said. "Now the employers agree to give him the time and the opportunity."

## ALL-AROUND MEN

"Whereas it used to be very much a catch-as-catch-can situation, we now have a formal program. We keep records, and there is supervision. The Joint Apprenticeship Subcommittee checks the boy's record, and if it finds deficiencies in job training or classroom work, it can take steps to deal with the situation."

One great advantage of apprenticeship training, Hanna said, is that it turns out all-around men and thus contributes toward steadier work.

"One of our major objectives is to eliminate the one-shot, one-machine guy," he declared. "This diminishes the problem of unemployment in the midst of job opportunities."

"Without any disrespect intended, a good many men came up through the one-skill route. There may be a lot of work around, but no calls for their special skills. The fully trained man has more opportunities for work; he is also more adaptable to changes in the equipment and the trade."

There is a lot of talk about "obsolescence of skills," Hanna added, but this is much less a problem of the Engineer than it may be of other crafts, Hanna said.

"I doubt that the Operating



CHARLES F. HANNA

Engineers' skills will be outmoded for a long time . . . if ever," he said. "For example, a man with basic skill and knowledge in moving earth has capacities that will be needed in the future as they are now."

"He knows about the capabilities of the machinery and how to apply it to earth to get the most desirable result. Controls may change on the machines, and we're even starting to get remote controls, but in this changing world, the skills of the Engineer are basic, and less likely to be replaced or outmoded by technical changes."

Hanna said that he holds the hope that the Operating Engineers apprenticeship program eventually will be one of the Division's largest.

"I am very pleased that the Operating Engineers apprenticeship plan is now rolling with good momentum," Hanna declared, "and appreciative of the cooperation and hard work of the management and union people involved."

"Without the wholehearted support of Local 3 Business Manager Al Clem and the rest of the officers and union, this would not have come about. Certainly the Operating Engineers Union was a prime mover for supervised apprenticeship, along with the Associated General Contractors and the Engineering & Grading Contractors Assn., and the leaders and members of the union, both, should be commended for what they have accomplished."

# Operating Engineers + + + Official Directory

MAIN OFFICE—SAN FRANCISCO, CALIFORNIA

## 474 VALENCIA

Tel: HEmlock 1-1568

AL CLEM, Business Manager..... 697-6798  
PAUL EDGEcombe, President..... DElaware 4-0419  
Jerry DOWD, V. President, Dist. Representative; UNION 7-9369 (Saratoga)  
W. V. MINAHAN, Recording-Secretary..... FlEsider 5-2616 (San Mateo)  
H. T. PETERSEN, Treasurer and Representative ..... ESsex 7-6105 (San Jose)  
ART PENNEBAKER, Business Representative..... CLifford 4-8681 (Orinda)  
GEORGE BAKER, Business Representative..... JUUniper 6-4423  
BOB SKIDGEL, Business Representative ..... VA 4-1374  
DALE MARR, Safety Engineer..... HIlitop 7-3668 (Livermore)

## SAN MATEO, California

1527 South "B" Street ..... FlEsider 5-8237  
BILL RANEY, Business Representative..... EMerson 8-5690  
DAN MATTESON, Business Representative..... JUUniper 9-0799

## SAN RAFAEL, California

701 Mission Avenue ..... GlEnwood 4-3565  
T. J. STAPLETON, Business Representative ..... 479-0881

## VALLEJO, California

2172 Springs Road ..... Midway 4-2667  
AARON S. SMITH, Business Representative..... Midway 2-9634

## OAKLAND, California

1444 Webster Street ..... TWinoaks 3-2120  
DON KINCHLOE, District Representative ..... 837-7418 (Danville)  
NORRIS CASEY, Business Representative..... MUlberry 5-4341 (Concord)  
L. L. LAUX, Business Representative..... LAandscape 4-4023  
JAMES IVY, Business Representative..... ACademy 8-2968 (Martinez)  
F. O. WALKER, Business Representative..... GRGreenleaf 1-2905 (Union City)  
STANLEY GARBER, Business Representative ..... 538-4069

## STOCKTON, California

2626 No. California St. ..... HOward 4-7687  
WALTER TALBOT, District Representative..... HOward 4-1092  
AL McNAMARA, Business Representative..... HOward 4-0706  
MICHAEL KRAYNICK, Business Representative ..... 465-4961

## MODESTO, California

1521 K Street ..... LAmbert 2-0833  
GLENN DOBYNS, Business Representative..... LAmbert 2-7632

## EUREKA, California

2806 Broadway ..... Hillside 3-7328  
WARREN LEMOINE, District Representative..... Hillside 2-8628  
RAY COOPER, Business Representative..... Hillside 3-1814

## FRESNO, California

3121 East Olive ..... ADams 3-3148  
JOSEPH MILLER, District Representative..... BAldwin 2-8232  
B. F. HELLING, Business Representative..... BAldwin 7-3764  
GLENN MULLOWNEY, Business Representative..... BAldwin 2-0288

## MARYSVILLE, California

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HAROLD HUSTON, District Representative..... SHerwood 2-1728  
W. R. WEEKS, Business Representative..... SHerwood 3-9588  
CLAUDE ODOM, Business Representative ..... GRidley 2874

## REDDING, California

1054 Tehama Street ..... CHestnut 1-0158  
J. B. JENNINGS, District Representative..... CHestnut 1-2773  
SID McBROOME, Business Representative..... CHestnut 3-4256

## SACRAMENTO, California

2525 Stockton Blvd. ..... GLadstone 7-5795  
ERNEST NELSON, District Representative..... GLadstone 7-2471  
ED HEARNE, Business Representative..... GArden 8-2515  
WILLIAM METTZ, Business Representative..... YOYorktown 7-5006 (Fair Oaks)  
AL DALTON, Business Representative..... NIagara 4-2565 (Pollock Pines)  
CLEM HOOVER, Business Representative ..... 428-1458  
HOWARD WYNN, Business Representative ..... HI 7-7909

## SAN JOSE, California

760 Emory Street ..... CYpress 5-8788  
A. J. HOPE, Financial Secretary and  
District Representative..... YOYorkshire 7-2942 (Los Altos)  
LYNN MOORE, Business Representative ..... 243-6742  
W. HARLEY DAVIDSON, Business Representative..... PA 4-5490 (Watsonville)  
JAMES N. HALL, Business Representative ..... 241-6467 (Santa Clara)

## SANTA ROSA, California

3913 Mayette ..... LIberty 6-2487  
RUSSELL SWANSON, District Representative..... LIberty 5-4414  
LOU BARNES, Business Representative..... LIberty 2-5948

## RENO, Nevada

185 Martin Avenue ..... FAirview 9-0236  
H. L. SPENCE, District Representative ..... FAirview 2-1420  
BUFORD BARKS, Business Representative ..... 355-9523 (Sparks)

## SALT LAKE CITY, Utah

1969 S. Main Street ..... HUnter 6-7401  
JAY NEELEY, District Representative..... CRestwood 8-9628  
LAKE AUSTIN, Business Representative ..... 467-5724

## PROVO, Utah

165 West 1st. North ..... FRanklin 3-8237  
JOHN THORNTON, Bus. Representative..... SKYline 6-4915 (American Fork)  
VANCE ABBOTT, Business Representative..... 798-7123 (Spanish Fork)

## MOAB, Utah - P.O. Box 636

TOM ECK, Business Representative ..... 253-3836

## OGDEN, Utah

2538 Washington Blvd. ..... EXport 4-1011  
M. F. BOWMAN, Business Representative..... 393-8728

## HONOLULU, Hawaii

2305 So. Beretania St. ..... HOHonolulu 99-0084  
HAROLD LEWIS, District Representative ..... HOHonolulu 77-5083  
BERT NAKAM, Business Representative ..... HIlo 66-5676  
CLARENCE FRIEND, Business Representative ..... HOHonolulu 26-9414  
WILFRED BROWN, Business Representative ..... HOHonolulu 81-1929



# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39 OPERATING ENGINEERS LOCAL 3

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AL CLEM ..... Editor and Business Manager  
PAUL EDGEcombe ..... President  
JERRY DOWD ..... Vice-President  
W. V. MINAHAN ..... Recording-Corresponding Secretary  
A. J. HOPE ..... Financial Secretary  
H. T. PETERSEN ..... Treasurer

## 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 and 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 enough 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 trouble 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 our 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 mama and papa 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 coat pocket big enough to hold a receipt book and a well-thumbed copy of the contract.

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

\* \* \*

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

That's why Local 3's apprenticeship programs for Operators and Chiefs of Party 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, Moynihan on "Real Property":

"In place of the revenues of which the Crown was deprived by the Statute of Tenures (a law passed in 1660 abolishing the King's right to one year's rent when real property passed from father to son), there was granted to the King an hereditary tax on beer. Thus, the large landholders were enabled to unload their (tax) burden onto 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 \$3.

The substandard sellers trying to take advantage of the belt boom include at least one heavily-advertising auto-accessory chain, and also some independent cut-rate 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 bolt or other components may meet the S.A.E. standard, and not the webbing 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. Kenneth Roberts, 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 already are equipped with threaded holes for receiving the seat-belt attachment fittings, although the belts themselves still are optional equipment at an extra cost.

Until the Roberts 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 set 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 7/8 inches wide. The belts should be attached with 7/16-inch bolts using reinforcing plates.

These are the basic specifications. But most of the good-quality belts on the market exceed these specifications, and are tested to exceed 5000 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 .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 get adequate seat belts installed for as little as \$3.33 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 \$6.

Installation, even in pre-1962 cars, preferably should be done by professional mechanics. The time involved is less than 15 minutes per belt for pre-1962 cars and only a couple of minutes for the newer cars. One of the largest manufacturers advises that installation should cost only \$1.50 to \$2 per belt, including fittings, for pre-1962 models, and \$1 to \$1.50 on 1962 and '63 cars.

Prices charged by car manufacturers for seat belts ordered as optional equipment are reasonable. Even if you pay full list, the price usually is \$17-\$18 for two front-seat belts, or about \$35 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.



# Hawaii—Proud of Year Buttons

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

Many of our Hawaii brothers are acquiring the very good habit

## 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.

of paying their union dues by the year.

Among the very first enthusiastic brothers who have paid their dues for the year 1963 are David Vasconcellos, a faithful member just back from the South Pacific islands; Thomas Tilton, a former employee of Kaiser Hawaii-Kai Development Co., who is a healthy wage earner when powering a dozer, and Project Manager Roger James of Kaiser Hawaii-Kai Development. These brothers and many others who have paid their dues for 1963 wear their yearly buttons with pride.

Rainy weather in Hawaii has not helped our brothers very much in obtaining steady employment. However, work in Hawaii is beginning to pick up at a snail's pace.

### MAGIC ISLAND

Kaiser is months ahead of the contract schedule with the first phase of the Magic Island project. The buzzing activities of this project which at one time employed approximately 150 have subsided and manpower at the present time is just 35. Our brothers are eagerly awaiting the second phase which will provide steady employment for many.

W. T. Chang Construction Co., subcontractor on the Magic Island project, is progressing very rapidly and successfully with its fence-in wall and breakwater control.

### WINDWARD OAHU

G. Kobatake, Inc., has a subdivision excavation project in Kaneohe that will have a small boat channel and boat slips for each lot. The boat channel and slips are being dug by a little eight inch dredge being operated

by Brother David Ekman, leverman, and Brother Huddy Iaea, deckhand.

Centex Construction Co.'s subdivision in Kaneohe is approximately two-thirds completed in spite of rainy weather that slowed things down a little. Excavation is being done by J. A. Thompson.

A new sewer line that will serve approximately 10 to 15 thousand homes in Kailua is well on its way with Honolulu Builders and J. M. Tanaka working on separate contracts. Each company started at the opposite ends of the sewer line and will work towards the middle.

E. E. Black's sewage plant is 75 per cent completed and should be ready for operation in approximately two years.

United Construction Co. was awarded a contract to build a new public school in the Lanikai, Kailua, Oahu area. Their bid was \$713,000.

### HILO, HAWAII

The stewards at our last meeting decided to start a drive to organize some of the houses in the city of Hilo. They will be starting shortly, but will be needing the help of you members to carry the job, as you may know many of the unorganized workers. We may be calling on you for help.

Many inquiries are being received about the Rockefeller Resort project which is slated at Kawaihae, Hawaii. No definite word on the starting date has been received, but we are told that it may start soon. We hope so!

### ISLAND OF MAUI

The Kula Road on the island of Maui, which is under construc-

## MEETING NOTICES

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

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

tion by Morrison-Knudsen-Hawaiian Dredging, is progressing smoothly. Most of the rough work has been completed and the grading and laying of the base will start shortly. Our steward on this project is Brother Henry Cummings who is doing a very fine job.

Congratulations to Robert Hasegawa, former executive secretary of the Honolulu Central Labor Council and also former Hawaii director of the Committee on Political Education, who has been appointed to the number two spot in the Department of Labor and Industrial Relations as the State's deputy labor director, and also to Clarence L. Hodge, former manager of the General Contractors Assn. of Hawaii, who has been appointed the new deputy Director of Economic Development.

### REMINDERS:

Watch for general membership meeting notices in the Engineers News.

Your union office will continue to be open every Monday evening, 7 to 9 p.m., 2305 So. Beretania St., Honolulu. Feel free to come in and discuss your problems with us.

### March

Fresno — March 5, Tuesday, 3121 East Olive St., 8:00 p.m.

Ukiah—March 7, Thursday, Labor Temple, State St., 8:00 p.m.

Salt Lake City—March 8, Friday, Teamsters Hall, 443 S. 6th St. East, 8:00 p.m.

Reno—March 9, Saturday, Reno Musicians Bldg., 120 W. Taylor, 8:00 p.m.

## 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

**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 HI-WAY 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.

**GIULIETTI ACCORDION**, 120 base, 7 switches, new condition. \$250.00. HOME, Eureka, California, 2 bedroom on 1 acre. Near schools and markets. \$12,500. H. B. Lutzow, 2232 Primrose Lane, Eureka, Calif. Phone: 44-21476. Reg. No. 766499.

**A.K.C. GERMAN SHEPHERD**, Stud Service, Rocky Reach, Longworth, Blood Lines, 41 champions in 6 Generations. Taking orders for A.K.C. white German Shepherd pups, to be whelped March 12th. Carl Warner, Rt. 1, Box 2275, Anderson, Calif. Phone: EMerson 5-7437. Reg. No. 469935.

**MOBILE HOME**, Liberty Spence Craft, 8' x 42', 2 Bedroom (1 with bunk beds). Completely furnished. Excellent condition. \$2,250.00. Trailer, dual wheel (750 x 20), approx. 8 ton capacity. \$195.00. Edward Dorsett, P.O. Box 5, San Geronimo, Calif. Phone: 454-5690. Reg. No. 888782.

**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—\$1,750.00. 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.

**80 ACRES FARMLAND** — Lassen County — subdivided, 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.

**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.

**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.

**FILL DIVING TANKS**, Portable 3 stage Cornelius air compressor. Model 48 Cornelius filter, moisture trap, 4 cycle, Briggs-Stratton motor, retractable starter rope, gauge, connector, Aluminum stand. Spare parts. Weight: 30 lbs. Cost \$385. Sacrifice \$150. John Rohenkohl, 1706 Esplanade, Chico, Calif. Reg. No. 1079852.

**CORVETTE**, late 1959, 4-speed transmission, 270 H.P., positraction. Immaculate, only 8,700 miles, \$2,500.00. Original owner. Ernest Johnston, 5628 Jefferson Ave., Richmond, Calif. Phone: BEacon 5-1174. Reg. No. 661053.

**1953 PONTIAC**, 4 door Sedan. Automatic Transmission. Has a radio and heater. The car is in good condition as far as motor and car are concerned, but needs repair work in the transmission. Would like to get \$75.00 for it. Can be seen at Rt. 1, Box 1408, Auburn, Calif., just up the hill from Box. Harry W. Mathwig, P. O. Box 856, Auburn, Calif. Phone: TU 5-5781. Reg. No. 408096.

**16" DEWALT RADIAL SAW**, custom trailer. \$800.00. 1946 Dodge, 1 1/2 ton 15' Flatrack. \$200.00 40' windmill & pump, good condition, \$350.00. International cub tractor, hay mower, power takeoff, dozer blade, \$450.00. Vince Harris, Rt. 1, Box 809, Jamestown, Calif. Phone: YU 4-5343. Reg. No. 693648.

**MOBILE HOME**, 1958 Paramount, 2 Bedroom, F.K. 10' x 47' Cooler, Washer and Alum. Awning Incl. 2 1/2 years to pay. Move right in, corner space. Just the thing to work on Oroville Dam. George Bone, Al's Mobile Oasis, Palermo, Calif. Space No. 32. Phone: 533-4630. Reg. No. 1027804.

**FISHING BOAT** — 24 ft., 110 h.p. Chrysler marine eng., "Apeleo" 2-way radio, double planked mahogany hull, cabin-sound. \$1,800.00 cash, firm, no trade. See at Kappa 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 pleated 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. 1 1/2 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, \$1,600.00. Call Mrs. Al Tafolla, c/o Spinning Wheel, Groveland, Calif. Phone: 962-7283. Reg. No. 553112.

**U. S. ROYAL MASTERS** tires, two 7:50-14, two 9:50-14, \$175.00. Like new. Harry A. Gwynn, 202 Glen Parkway, Brisbane, Calif. Phone: JU 5-8525. Reg. No. 987347.

**TILT TRAILER** with brakes, hauls above tractor, \$800.00; 4 ton roller with travel wheels, or hauls on same trailer, \$1,600.00; new chip spreader, \$150.00; Littleford roller with a tilt trailer, H. G. Lloyd, 1775 Oak Park Blvd., Pleasant Hill, Calif. Phone: YE 4-6602. Reg. No. 369919.

**LOT AT EL PASO, TEXAS**, 60 by 100. We want \$800.00 for it. John H. Ault, P. O. Box 256, Overton, Nevada. Reg. No. 921380.

### TO SWAP

**GLASSPAR 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. 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.

**BACKHOE**, 10 or 12 ft., suitable for 801 Ford tractor. Martin Ronning, 229 Alvarado, Vallejo, Calif. Phone: MIDway 4-4335. Reg. No. 899450.

### 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.

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# Not the Biggest Tunnel, but Big for Del Norte

By WARREN LEMOINE

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 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.

As work goes on, and materials and devices which will maintain this hole against the weight of millions of tons of mountain above are installed, it is apparent that nothing as strong as this heavy structure has previously been built in Del Norte county.

In the amount of excavation—70,000 cubic yards—it is not out of the ordinary. There are larger cuts and fills on the highway approaches to the tunnel.

In strength of concrete and steel, the tunnel outweighs and outmuscles other local structures. There are 22,000 cubic yards of reinforced concrete in the tunnel lining, the engineers say. Six million pounds of structural steel, mostly curved ribs, will be buried in the concrete shell. Another two and one-half million pounds of reinforcing steel bars add strength to walls, floor and ceiling.

Concrete and steel "V's"—with one straight leg buried in the ground and a curved one forming the lower six

feet of tunnel wall—are nearly four feet thick at the top, eight feet thick underground.

For 900 feet from the north end, where the native rock was softest, a two and one-half foot thick reinforced concrete strut lies across the bottom of the inverted "U" which is the tunnel lining, bracing it 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 1,836 feet long. At the north portal a 49-foot extension, 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 at 1,885 feet.

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—is being used. The steel facing of the form was made especially to fit the contour of the Collier Tunnel and is positioned exactly by a series of screwjacks.

Concrete from a batch plant outside the north portal is hauled to a pair of twin-piston pumps, which boost it into the form. The concrete remains in place after being held for several hours by the form, which is then lowered and moved to the next setting. Three shifts are required

to move, set up and adjust the form; the pouring takes about one shift. Work goes on around the clock.

Setting the form in place calls for accuracy. Far ahead, a crew mans a movable scaffold, removing construction timbers, steel and protruding rocks. Next is another scaffold, carrying a template the size and shape of the finished lining. Workmen complete the job started by those ahead, making the walls fit the template and installing guides for the proper placement of the concrete form.

When the lining is completed, a five and one-half inch thick concrete ceiling is installed.

Slabs of rock from the quarry on the McNamara Ranch, north of Pebble Beach, are being mortared to the face of the ventilation building to improve the appearance of the blank 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; lights installed; two huge motor driven fans in the ventilation building ready to suck bad air from the tunnel.

If all goes well, the tunnelers may finish before Mercer-Fraser 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 Hazelwood Summit route to whiz through Oregon Mountain at speeds of 60 miles an hour.

## Weather, Business Good for San Mateo

By BILL RANEY and DAN MATTESON

Local No. 3 members in San Mateo county are enjoying one of the best winters in many years. The out-of-work list, though large, is in better shape than in past Februaries.

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

Nearly all of the local major contractors have almost the same labor force working that they had last summer. Some of 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 predicted, Ervin D. Varwig did pick up the major dirt work at the Stanford Linear Accelerator job, and is now moving dirt under the able supervision of Brother Joe Stockton. Cortelyou & Cole got a \$850,000 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 nabbing this big contract.

Last month it was reported that Estero Municipal Improvement District was casting about for another dredging company. Here we go again, and we now hope that good will come from it. Hydraulic Dredging Co., Ltd. has brought their big 30-inch dredge "Papoos" down the river to enlarge the shoreside pumping station. She is expected to be here for about six weeks or so and then return to the Sacramento River.

This company's smaller rig, the former "Duwamish" will come in to take care of this re-handling end of the Brewer Island job. During the transition, the double-ladder rig, "Foster City 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 Kunz Paving do the curbs and gutters. Granite Construction Co., Dale Williams, Inc., Massman Construction Co., and others, are still there and bidding on new work, which should be "let" very soon.

Fisk, Firenze & McLean has, over the years, kept a rather constant crew of Brother Engineers working nearly the year 'round. They have been slowly and steadily increasing their Engineering complement and are now fast becoming a major contender in nearly all construction fields.

Bus. Rep. Bill Raney 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 natives are not always friendly. They have a system down there—well, it is a far better system than mine. There is this little 3-drum hoist, you see, with one lever—on the right side of it—which you are supposed to pull after each insertion of power. We are not sure of its exact purpose, but it certainly impressed us with its high fuel consumption.

### TALK MERGER

NEW YORK—The Photo Engravers and the unaffiliated Lithographers are proceeding with talks aimed toward eventual merger following a meeting of officers of the two unions here on problems of organizational structure.

### TEACHERS WIN

PLAINVIEW, N. Y.—Long Island's first union-representative election among suburban school teachers has been won by a local of the AFL-CIO-affiliated Teachers union by a vote of 235 to 196.



**EUREKA QUARTERLY MEETING**, Jan. 15, with 75 brothers attending, elected new Grievance Committee members—Brothers Joseph Biasca, James H. Reynolds and Roy O. Stevens. Thanks were expressed to Brothers Andrew Anderson and Frank Wright, who served diligently for the two years on the Grievance Committee.

## Program Trains Chiefs of Party

Continued from Page 1—

fit for field survey work, with due regard for aptitude, attitude and personal characteristics.

### WAGE SCHEDULE

A step-rate wage schedule is provided, starting at 50 per cent of journeyman pay, with 5 per cent increases at three months and six months and then rising by six-month steps until the apprentice is earning 95 percent of scale in his final six months.

Sub-JAC's were established for five areas—San Mateo, San Francisco-Marín, Oakland, San Jose and Sacramento.

At latest count, there were 132 apprentices indentured to employers under the Chief of Party program, and classes in surveying and mathematics have been established at John A. O'Connell School, San Francisco, Santa Clara College, San Jose City College, College of Marin and Oakland City College, Laney campus.

As a collateral activity, three written examinations for Chiefs of Party have been given, resulting in 164 certifications as Chief of Party being issued during 1962.

### SUBCOMMITTEES

Serving on the Chief of Party sub-Joint Apprenticeship Committees are:

**San Mateo**—for management, Roger Edler, chairman, Marvin

Nachtsheim and Tim Sandis (alternate); for the union, A. A. Pennebaker, secretary, William Raney and Howard Wynn (alternate); consultants, Eugene P. Janvier, Div. of Appr. Standards, and Barney Gjerdrum, College of San Mateo.

**Oakland**—for management, Robert Schenck, chairman, and James T. Hill; for the union, A. A. Pennebaker, secretary, Fran Walker and Howard Wynn (alt.); consultants, Clyde Hammer, DAS, and Mark Marlais, Oakland City College.

**San Francisco-Marín**—for management, Arthur Roth, chairman, Jim Brennan and Ron Simpkins (alt.); for the union, A. A. Pennebaker, secretary, Jerry Dowd and Howard Wynn (alt.); consultants, Eugene P. Janvier, DAS, and Frank Jacobs, College of Marin.

**San Jose**—for management, Frank Pisano, chairman, Robert W. Tonkin, Henry Gilbert (alt.) and Ben White (alt.); for the union, A. A. Pennebaker, secretary, A. J. Hope and Howard Wynn (alt.); consultants, Mel Sornberger, DAS, and Rod Clendenon, San Jose Unified School District.

The Sacramento sub-JAC is not formally constituted, and meets on special call of the overall JAC as needed.

Serving as instructors of the

surveyor apprenticeship classes are Landon D. Barnes and Leroy Parmley.

The Chief of Party program is financed by employer contributions amounting to ½ cent per hour.

## Back Pay in 12-Year Case

WASHINGTON—A court has ruled, for the umpteenth time in 12 years, that 54 illegally fired union members are entitled to backpay totaling \$55,000 from their former employers, Ozark Dam Constructors.

The latest ruling, and possibly the final one in the long litigation, was by the 8th U. S. Circuit Court of Appeals in St. Louis. In its third decision the court:

- Gave the 54 victims one year to file claims for back pay, after which the money will be returned to the employer who withheld it from them.

- Approved a National Labor Relations Board formula under which the back pay was figured.

- Rejected the claim of Brown & Root, Inc., and eight other companies which, as a joint venture, built the Bull Shoals, Ark. Dam, that the formula was illegal.