



# Monthly NEWS LETTER

OPERATING ENGINEERS LOCAL UNION No. 3

VOLUME ONE, NUMBER 1

MARCH 12, 1943

SAN FRANCISCO, CALIF.

## Closed shop frozen by War Board

Washington, D. C. — The National War Labor Board has adopted the position that for the duration of the war a company cannot abandon a union-shop or closed-shop already established by a prior contract reached through bona fide collective bargaining.

The board's policy on continuance of a union or closed shop clause was set forth for the first time in an opinion written for the board majority by Dr. Frank P. Graham, public member and president of the University of North Carolina.

"The National War Labor Board by the provision for the maintenance of membership, seeks to stabilize the unions in an area of struggle," Dr. Graham wrote.

"By provision for the continuance of the established union shop, the board seeks to keep stabilized the union in an area already stabilized. For unions in open shop industries to fight out to the bitter end the battle for the union shop would be most unstabilizing and devastating for war production. Likewise to push union shops back into open shops would unstabilize, for war production, the unions of the millions of American workers who have pledged themselves not to strike.

"The National War Labor Board, in its basic policies, holds that the government will not compel a worker to join a union in order to get a job, and that the government will not use its sanctions during this war to establish or disestablish the union shop.

"By this decision, notice is now given to both workers and management, beyond future misunderstanding or appeal, that no company can take advantage of the board's standard provision for union security to reduce the provision for the union shop to the provision for maintenance of membership, hereafter also for the so-called interim employees; and that no company can take advantage of the no-strike agreement to throw out a union shop previously established by agreement between the parties. This policy is not intended to interfere with lawfully established bargaining rights."

## Here's one man who paid--have you paid yet?

Received a letter from Brother Glenn J. Garbrey who is now in the Navy. The letter was as follows:

Dear Sirs:

I have received a letter from you requesting a day's pay for Army and Navy Relief. I have been where it was impossible to send the money sooner.

A day's pay at this rate isn't much, but am sending it now.

Enclosed was \$2.00. . . . How many of you Brothers have overlooked this!

## ★ ★ ★ AFL urges war workers to stay on job regularly

Miami, Fla. — American war workers were urged to stay on the job unless incapacitated in a statement issued by the AFL Executive Council to discourage absenteeism. The statement follows:

"It is clearly evident, as a result of a survey made and considered by the Executive Council, that the workers of our nation are giving full and complete support to the war effort. The constructive genius, skill and ability of the workers are reflected in the construction of ships, airplanes, tanks and war material of all kinds.

"The Executive Council expresses its deep appreciation of the record which labor is making during the existing national emergency. The facts show that workers are deeply conscious of their obligation to work longer hours, to make sacrifices, to buy War Bonds, and to contribute in every possible way to the war effort.

"The Executive Council appeals to the workers of the nation to reach new heights and to set new standards in production. This appeal is based upon the existing war needs and is made in response to the request of the President that production be doubled.

"In order to achieve this purpose every worker must report for work each day unless prevented from doing so by illness, incapacity or circumstances over which he may have no control.

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## Presenting first issue of Local 3's newspaper—for members' approval

For some time it has been the ambition of Local Union No. 3 to publish some kind of monthly news letter which would meet the needs of all. This issue is the first to be printed and mailed to all members. We hope it shall be of interest and meet with the approval of the entire membership.

As you know, Local Union No. 3 covers a very large territory. It requires a large number of Business Agents to cover it properly. It has been my aim to see that as much as possible of our entire territory is covered. Although it is becoming more and more difficult to travel, we aim to continue to cover all jobs possible.

Should any brother feel that his job is not properly taken care of, I am requesting you to contact the Business Agent in your territory. If you find that you can not get service for some reason or other, contact me by phone, or letter. I shall be glad to co-operate as best I can with your Business Agent and try to assist you.

## Stockton Labor Temple dedicated, offices occupied

Grover C. Braddock, Business Representative and Manager of the Stockton Building, reports:

The building which the Local Union purchased and converted into a Labor Temple for the City of Stockton has now become a reality, through the far-sightedness of the officers and membership of Local Union No. 3.

The remodeling has been completed, and the building has been altered and renovated so as to provide 20 Union offices, 5 meeting halls and a commodious clubroom for AFL members in the basement. The large hall on the top floor will accommodate 500 people.

The Building Trades Council and the Central Labor Council along with the following Local Unions, now occupy offices in the building: Boilermakers, Shipwrights, Machinists, Papermakers, Carpenters, Painters, Steamfitters, and Electricians. Other Local Unions are expected to move in shortly.

Local Union No. 3 also has an office in the building. Our Business Representative, Bill Waack, works out of this office covering the Stockton area.

The "official dedication" of the building was held on February 20th, and many of our Engineers, including several of the officers and business representatives were present. Local Union No. 3 furnished the entertainment and there was dancing from 8 p. m. to 12 midnight. Beer, soft drinks, and sandwiches were served. Many came and

went away happy!

The membership of Local No. 3 is invited to inspect the new building at any time.

During the last week our Gen. Pres. Wm. Maloney, our Gen. Sec.-Treas. F. A. Fitzgerald, and C. W. Carter, Fifth Gen. Vice-Pres., spent a few days in San Francisco. Their time was very limited owing to the enormous amount of work which they are called upon to do these times. All of us appreciated their visit even if it was only short.

Local Union No. 3 now owns its own home in Stockton, Calif. By the time our next news letter is out, our office in Oakland will have been moved to 23rd and Webster Streets. That building was bought by Local Union No. 3 at our last meeting, and all that is required now is a remodeling job. We will then own our own home in Oakland which we all trust will be satisfactory to all members in the East Bay district.—Victor S. Swanson.

## Union Paving to start highway job near Reno

*John DeLagrange and Les Collet, Business Representatives working out of the Reno Office report:*

**Reno—The Union Paving Co. was the successful bidder on 7¾ miles of highway from the Reno Airport to the State Line, at \$205,853.43. The contract has already been awarded. Work to start around the first of March.**

**Morrison & Knudsen** has a cost plus repair contract for the Southern Pacific Co. from Sparks to Lovelock, Nevada. We have a few dozen men working at the present time.

**Nothing new** on the extension at Lemmon Valley to date. The second extension on the Minden Airport will start about the 1st of March. To date the Army has not awarded contracts on the C.A.A. Airports at Lovelock and Winnemucca. The bids were open last November.

**We have definite** information on the Pyramid Lake Naval Training Station. I have been told that McDonald Engineering Co. of Chicago has negotiated a contract with the Navy. I do not know when they will receive a work order on this job, if any.

**I was** in Mr. Allen's office, State Highway Chairman, Feb. 10th. He informed me that they had new highway work anticipated for this year, provided the government would release money for military roads.

**Honey Lake** California job is about through for the time being and we can get no information on new work coming up in the future, with official credence.

**However,** we request all engineers in this district to keep this office posted of new addresses so we can get in touch with them, as we need them.

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## AFL says war job vital duty

(Continued from page 1)

**"Workers employed** in industry are truly soldiers of production. It is the firm conviction of the Executive Council that absenteeism should be avoided. Failure to report for work regularly may cause hardship or death to soldiers enlisted in the armed forces who must serve on the field of battle. Among these armed forces are the relatives of production workers who are serving in the workshops, production plants, factories and on the transportation lines of the country, producing the goods and supplies needed by the armed forces in order to win the war.

**"Let each worker report** to his post of duty each and every day and be on the job regularly and continuously in the industrial plants of the nation, serving in that capacity as faithfully as the soldier serves on the battlefield."

## Financial Secretary asks members to keep dues paid

**I believe** this would be an opportune time to notify the members through the Monthly News Letter to give a lot of attention to their dues standing in the Union. It appears to me that this would apply particularly to the men following construction work. That branch of the craft seems to be doing less work at the present time than the production workers are.

**The time is not far distant** when you will be receiving your new dues books and any member not having his dues paid up to date will not be entitled to his book. I believe the easiest way to explain that is to quote the Constitution which we are compelled to follow.

### SUBDIVISION 7

#### Good Standing Defined with Relation to Dues.

**Section C.** No member shall be in good standing unless he shall have affixed to his dues book stamps showing payment for all current dues and receipts for other indebtedness to his Local Union.

#### Penalties for Members in Arrears to Local Union.

**Section D.** Members thirty (30) days in arrears in payment of current dues, assessments or fines may upon vote of the Local Union be denied voice and vote therein.

Members sixty (60) days in arrears in payment of dues, assessments or fines may upon vote of the Local Union be barred from meetings or removed from committees or both.

Members ninety (90) days in arrears in payment of dues, assessments or fines may upon vote of the Local Union be penalized by one or more of the following, viz.: suspended from membership, removed from employment where agreements between the Local Union and employers permit.

**I believe** that if the brothers would give the above quotation their attention, they will find this information very helpful to them.

Fraternally,

T. M. Bynon, Financial Secretary.

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## THINGS QUIET IN SAN JOSE—MOST CONSTRUCTION NEARS END

*M. G. ("Mickey") Murphy, and Wm. A. Speers, Business Representatives, working out of the San Jose Office, report:*

**San Jose—Things are quiet here and most of the construction is nearing an end. However, we contemplate having a couple of road jobs of good size in the near future, one out of San Jose, over the hill, and another near Watsonville. (Certain Federal regulations will not permit me to name in detail.) I presume Granite Construction Company of Watsonville will bid pretty close on it as it will be in their back yard.**

**Casson and Ball** will soon put a period on the excavation of their job at Monterey and then comes the surfacing. Mr. Krull, Superintendent, and Jack Salter, Assistant Superintendent, compounded with the untiring efforts of our men to do a good job will soon have that community in a position to take care of itself in the clinches against any intruder.

**Johnson, Drake, and Piper** are going along quite well on their job at Hollister, but the rains in the past few days have retarded the progress somewhat, but I'm sure it won't rain forever, and they expect to resume their operations in the near future. Carl Jessen is one of our good Brothers and has plenty to say on the whole works.

**We may have something** on the same order for San Jose in the near future in this locality, but as I previously stated we are not sure as yet.

**The Alviso Ship Fabricating plant** is still down but we are expecting it to resume operation in the near future,

where we had room for about twelve of our good derrick operators.

**Pittsburg** De Moines Steel slowed up on their wind tunnel and Bill Solden is taking it quite easy.

**Heple is still** on his hanger job in Moffett, and is still just as anxious to cooperate with Labor as ever, or maybe never.

**Santa Cruz** is very quiet with the exception of the E. T. Haas job, Davenport Cement Plant. Henry Pacheco, the old shovel runner, is still there, in an official capacity with Ed. McCreath and a number of our Brother Cat Skinners.

**K. E. Parker** has the Barracks job at Monterey, and is proceeding nicely with the program.

**Watsonville** is still waiting for the weather to permit Fredrickson & Westbrook to move back to town, and complete their big job there, which has been shut down for the last two months over the extreme generosity of Jupiter Pluvio.

**We are going to open** a small office near Permanente for the convenience of our Brothers in the plant, and Brother Speers will have hours something like 8:00 A.M. to 10:00 A.M., for the graveyard shift coming off work and from 3:00 P.M. to 5:00 P.M. That will care for all three shifts. We have a pretty nice bunch of young fellows out there and they are an asset to the organization. Not an ache.

**We wish** to report the loss of our Brothers, Cliff Pike, February 19th; William Kamp, February 17th; Brother Seibert, and Royce, February 19th; Brother Kamp's death resulted from injuries received in an auto collision, Brother Siebert, and Royce from colli-

(Continued on page 3)

## Continuous rains bog down jobs out of Stockton

*"Bill" Waack, Business Representative working out of the Stockton Office reports:*

**Stockton — San Joaquin and Stanislaus counties are flattened out for dirt moving. Continuous rains have bogged down most of the jobs. Fredrickson and Westbrook were flooded out at the Tracy Airport and Radich and Brown at Crows Landing were also down for over a week.**

**The Aluminum plant** at Riverbank is almost on the finished up stage. They expect to start production within a month.

**Permanente Magnesium** and Western Freight Handlers at Lathrop together with the Pollock Yard furnish most of the interest and activities with the Engineers in this area. We are hopeful that when Alcoe at Riverbank starts that it will go with the Engineers as far as Crane Operators are concerned. We have a fair representation on the job at the present time.

**P. C. A. at Corral Hollow** is still turning out many thousands of yards of aggregate. This plant, one of the oldest in the state, is still a heavy and steady producer.

**The dredge "Wm. Palmer"** is digging the channel at the Pollock yard, in the San Joaquin river. Brother Cole is steward on this job and is doing O.K.

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## Oakland office has checks for 23 guys

**The Oakland Office is holding checks for the following members. Please contact us if your name appears on this list.**

B. Bishop, Terry Fisher, John A. Shaffer, G. W. McAtee, Claude Batheist, E. Hymbaugh, Frank E. Kelly, Mike Pappas, M. Barstow.

Harry Maggini, James Conley, Thos. Cowan, Felix Elorian, Charles Marchall, Roy McCluskey, J. Allen, James Davis.

George West, M. Hunt, R. L. Hastings, J. Rodriguez, Oscar Parrish, A. Buchanan.

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## Construction jobs expected to drop

**Employment on new construction is expected to drop about 50 per cent over the whole country during 1943, according to estimates of the Department of Labor.**

During 1942 the monthly average of employment on construction projects was 1,999,000, but 1943 estimates indicate that this will drop to about 1,040,000 this year. A large part of the one million workers who will become available for other employment is expected to go into the shipbuilding industry.

## Clancy reports Belair expects two shifts soon

President PAT CLANCY, Business Representative working out of San Francisco Office reports:

**San Mateo—Work in San Mateo County for the county by members of our organization has been and will be slack due to non-sufficient funds by the county. There also have been a few members of Local 3 going into the armed forces from the county employees. This county is one of the few in the State of California that employs members of Local 3 and pays the wage scale of our organization.**

**The Belair Shipyard** is going ahead, working now on full shipbuilding construction. By the first of March they should be employing two complete shifts of operating engineers. Most members know these ships are built of concrete. Here's hoping they float!

**Macco construction job** at Half Moon Bay is about completed. The Superintendent, Cecil Moore, has been transferred to Southern California. The work is being supervised by one of the foremen. Harms Brothers just below Half Moon Bay will continue operation when the weather permits.

**We have had** a number of our members employed at the Metropolitan Housing Project which is going ahead as per schedule.

**The Pacific Bridge Company** job is proceeding about the same.

**The few dry** and sunny days that we have had blossomed out a number of small contractors that work in San Mateo County on small roadway construction, driveways and various excavating work. There is also planned a low cost housing project to be built opposite the Belair Shipyard to house employees there. That will mean a little construction work for our members, because this land is low and has to be filled, sewers installed, roads and streets built in.

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## Utah camps must have state approval

**Contractors establishing and operating camps in Utah have been warned by the Utah State Department of Public Health that reports must be made concerning the location of camps, and rules and regulations of the department must be carried out.**

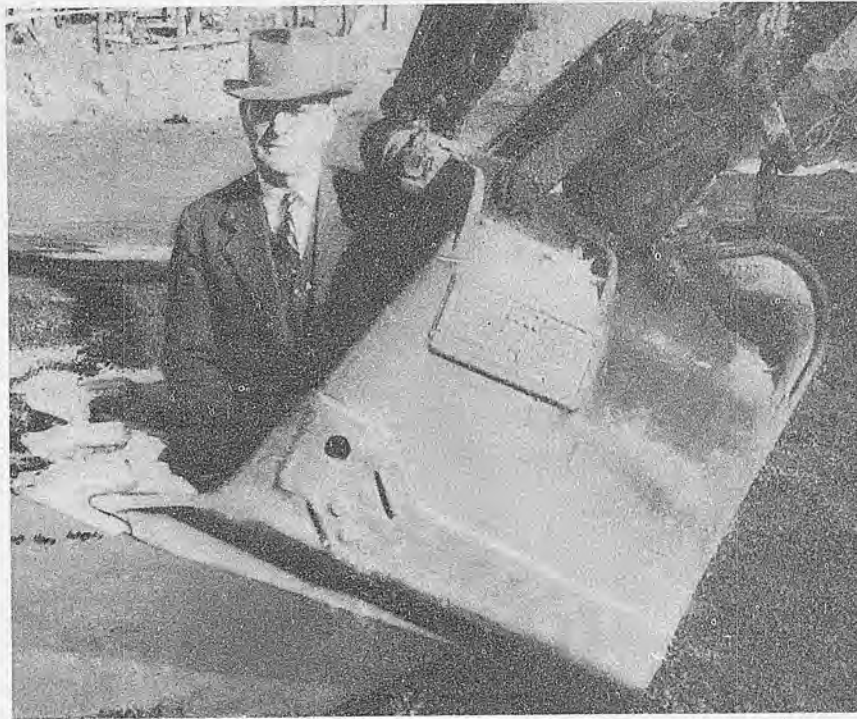
The regulations require that permits be applied for and secured for the maintenance of construction camps. Applications should be addressed to the Division of Public Health Engineering and Sanitation, State Department of Health, 120 State Capitol, Salt Lake City, Utah.

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## New contract in Fresno

**Fresno Co.—The War Department** announced authorization for const. of hospital facil. in connection with an army air force instal., to cost over \$2,000,000.

## New jobs expected to open up in Redding area



This is E. A. (Red) Hester, Business Representative working out of the Redding Office. His report follows:

**Redding—On Feb. 18, 1943, Jones and King signed a Master Agreement with the Operating Engineers, and also the Shasta County Building and Constructing Trades Agreement.**

Mr. Jones said he hoped to have the Montague Airport going full blast within ten or fifteen days. It depends on the weather conditions.

**There will be other new jobs starting in this district in early spring.**

I regret to report the death of Brother Jesse R. Huffman. He was killed in an automobile accident February 7, 1943. Brother Huffman was a cable way operator on the Shasta Dam.

**You would probably be interested in knowing that the Shasta Dam is the world's second largest concrete dam. It is located twelve miles above Redding on the Sacramento River, regulating its flow for purposes of navigation, flood control, and industrial use and electric power generation.**

The dam is of a gravity type rising above the foundation 602 feet, crest length 3,500 ft., base thickness 580 ft., top thickness 37 ft., concrete content 6,000,000 cubic yards. Three rivers, the Sacramento, Pit, and McCloud, will be backed up in their canyons 35 miles.

**Flood waters overflowing the huge spillway in the center of Shasta Dam will drop 480 feet.**

The hydro-electric plant below the

dam includes five main power units, each consisting of 75,000 kilowatt generators, driven by 103,000 horse power turbine, and 2 station service units of 2,500 kilowatts.

**Construction on the dam was started in September, 1938, involving the excavation of 4,400,000 cubic yards of earth and rock. If all goes well, pouring of concrete is scheduled to be completed in February, 1944.**

Nine miles down stream from Shasta, Keswick Dam is being constructed. Keswick is closing down for the duration. Its purpose is to create an after bay reservoir for the Shasta power plant and a fish trap.

**Since the men are receiving union wages, these projects have become a peaceful place for workers.**

Another spectacular feature of the project is the great Pit River bridge, closing link in both the railroad and the highway re-location around Shasta reservoir. It is the highest double deck bridge in the world.

**It carries 2 mail line train tracks on the lower deck, and 4 lanes of U. S. highway 99 on the upper deck, 500 feet above the bed of the Pit River. The 30 mile re-location includes 7 other large bridges and 12 tunnels, all completed and in operation.**

After nearly sixty years, Brother Frank Shaffer is a Grandfather. His daughter and son-in-law, Brother Robert Fernandez, have a baby born February 9, 1943. I guess we will sign it up and send it to the ship yards to operate cranes, it's a girl.

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## Jobs quiet in San Jose as construction slows

(Continued from page 2)

sion of auto and locomotive. Brother Pike from heart trouble.

**We still have** back pay checks for Brother Jack Criswell, Lloyd A. Day,

and B. A. Paris, if you know the whereabouts of any of these Brothers kindly advise them to contact this office, 40 N. Morrison Ave., San Jose.

## Dredge work good in San Francisco area

JACK FOSTER, Business Representative in charge of the Dredgers; working out of the San Francisco Office reports:

**San Francisco—The dredging situation in the Bay Area is very good at this time, every piece of equipment is at work. There are several of the dredges working short handed owing to the lack of experienced men, such as Deckhands and Leveemen.**

**San Francisco Bridge company** has three dredges at Hunters Point, the Dr. McMullen in charge of Capt. Francis, Dr. Duwamish, Capt. Petersen is the boss on this one, Capt. Matson has charge of the San Pedro, we understand there is several months work to be done at the Point.

**The Olympian Dredge Co.** has five dredges working in the Tules and on the Bay. The Monterey dredge in charge of Capt. Frank Anderson is doing levee work on the McDonald Trace 18 miles west of Stockton. Dredge Thor is on the Flood Control work in the Rio Vista District with Capt. Forsythe on the job.

**Capt. Ed Houglan** on the Neptune is working at Hunters Point for the U. S. Government. The Golden Gate is doing barge work in the Estuary around the docks for the Port of Oakland Harbor, Capt. Ruddy Lamb in charge while Capt. E. Brown is laid up.

**The Suction Dredge, Wm. E. Palmer,** is working on Channel in Oakland Creek. Capt. Allan Tuffin and Supt. Tom Aitkin has charge of the work.

**The Richmond, Pronto** and the Pearl Harbor are in for repair at the American Dr. Co's. ward in Oakland. The work is in charge of Supt. Axel Strom, assisted by Capt. Ralph Moberry, Capt. Alex Boe and Capt. Swen Hansen.

**We understand** the Associated Dr. Co. and Howard Lauritzen have combined their interests and are converting their steam rig to Diesel power. Capt. Ralph Moller is the boss.

**Capt. Joe Baldetta** reports the Dr. Papoose is hard at work in the East Bay territory.

**Mr. Mahaffay** of the Roberts Island Dredge is in need of a turn table leverman. Call this office and clear to Capt. Sullivan.

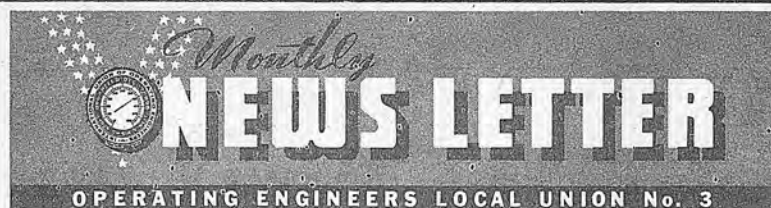
**The dredges Tualatin, Hinds, Monarch and Holland** are out in the Pacific doing their bit in the war effort. The crews are all members of this Union with an exception or two. We hope for a safe return of all hands.

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## Salt Lake AGC elects

**J. P. Gibbons** will head the Salt Lake City, Utah, chapter of the Associated General Contractors as president during 1943.

To work with him, **Clarence Waterfall** was elected vice-president, and **J. H. Tempest**, secretary-treasurer. Directors for the year are **Joseph H. Grant** and **Ellis W. Barker**. **Mark H. Tuttle** was continued as manager of the chapter.



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**OPERATING ENGINEERS  
 LOCAL UNION No. 3**  
 of the International Union of Operating Engineers  
 Northern California  
 Northern Nevada  
 State of Utah  
 Grant Building, 1095 Market Street - Rooms 309-313  
 SAN FRANCISCO, CALIFORNIA



## FACING the FACTS

With PHILIP PEARL

It pains us to light into a hero, but Capt. Edward V. Rickenbacker is fast becoming a hero only to the National Association of Manufacturers.

Ever since his return from his miraculous rescue in the Pacific, Capt. Rickenbacker has devoted his time to a barnstorming tour of the country attacking labor unions and sneering at the record of America's soldiers of production.

If this is supposed to be "morale building" or helpful to the war effort, Capt. Rickenbacker is being grievously misled. In fact, the War Department has felt it necessary to divorce itself of any responsibility for Capt. Rickenbacker's utterances. Under Secretary of War Patterson issued a public statement declaring that the former World War ace was speaking as an individual and not as an Army officer in his lecture tour.

### The Voice of Big Business

The fact is that Capt. Rickenbacker, in private life, is a business man—a big business man. He is President of Eastern Air Lines. In this capacity he has had extensive dealings with two labor unions which hold contracts with his company—the Airline Pilots Association and the International Association of Machinists, both affiliated with the American Federation of Labor. When questioned by newspaper reporters, Capt. Rickenbacker was forced to admit that his relations with these unions have been friendly and constructive.

Thus, when Capt. Rickenbacker assails labor unions in general for not cooperating sufficiently in the war effort he is not speaking from personal experience—quite the contrary—but from hearsay.

We would like to know who has fed Capt. Rickenbacker the boloney which he is spouting so energetically.

Furthermore, when Capt. Rickenbacker criticizes conditions in American war factories, he is not speaking from personal observation. He has not made any extensive inspection of such war plants. Those who have, repudiate his uninformed conclusions.

Among these is an entirely unbiased war correspondent, Quentin Reynolds. In an address to Detroit businessmen recently, Reynolds said he had visited thirty American war factories and hundreds in Russia and England, "and I say that nowhere in the world is labor digging in and working as hard as it is right here in America."

### Out of His Own Mouth

A report in the New York Times on Capt. Rickenbacker's address last week in Philadelphia confirms our suspicion that his public statements are shaped by his personal political and economic views rather than based on facts.

In the speech referred to Capt. Rickenbacker harshly denounced the payment of overtime for work in factories over forty hours a week and drew some tart comparisons with the service being given by our armed forces in "the foxholes, the swamps and the deserts."

But in the next breath Capt. Rickenbacker expressed opposition to President Roosevelt's order that net salaries be limited to \$25,000 a year for the duration. Such a limitation, Capt. Rickenbacker asserted in typical NAM style, would destroy "initiative." He added that "anyone is entitled to work and be paid for it."

In other words, Capt. Rickenbacker believes it is perfectly patriotic for big business to reap huge profits from the war but it is reprehensible for the common workingman to get extra compensation for slaving at the machine all day and part of the night—compensation that is necessary to help him and his family meet the increasingly higher cost of living.

We believe that the juxtaposition of these two statements out of Capt. Rickenbacker's own mouth explodes his anti-labor platform so thoroughly that no further comment from us is necessary.

But we should like to point out the danger in his attempt to line up America's fighting men against America's working men. He seems to forget that the men on the firing line are, for the most part, workers themselves or the sons or brothers of men now serving as production soldiers. We fear that if Capt. Rickenbacker continues his unjustified campaign, the very men for whom he professes to speak will suggest that he pipe down.

# Know your officers--

## EXECUTIVE OFFICERS

Local Union Manager.....	Victor S. Swanson
President.....	Pat Clancy
Vice-President.....	H. T. Petersen
Recording Secretary.....	C. F. Mathews
Financial Secretary.....	T. M. Bynon
Treasurer.....	P. E. Vandewark
Conductor.....	Joseph Riley
Guard.....	H. J. O'Brien
Guard.....	Ernest Miller
Trustee.....	H. L. Walker
Trustee.....	A. E. Whitlock
Auditor.....	G. C. Braddock
Auditor.....	Irving P. Mulford
Auditor.....	Ed Doran

## EXECUTIVE BOARD

Al Clem  
 Pat Clancy  
 H. T. Petersen  
 C. F. Mathews  
 T. M. Bynon  
 P. E. Vandewark  
 M. G. Murphy  
 G. C. Braddock  
 Harry Metz  
 H. L. Spence  
 V. S. Swanson

## EXAMINING COMMITTEE

Al Clem  
 C. F. Mathews  
 P. E. Vandewark

## GRIEVANCE COMMITTEE

P. E. Vandewark  
 C. F. Mathews  
 M. G. Murphy  
 G. C. Braddock  
 Al Clem

## BUSINESS REPRESENTATIVES AND OFFICERS IN THE VARIOUS DISTRICT OFFICES WITHIN THE JURISDICTION OF LOCAL No. 3

### SAN FRANCISCO OFFICE

1095 MARKET STREET PHONE: HEMLOCK 1568

Victor S. Swanson.....	Local Union Manager
C. F. Mathews.....	Recording Secretary
P. E. Vandewark.....	Treasurer, Business Representative
Pat Clancy.....	President, Business Representative
T. M. Bynon.....	Financial Secretary, and Dispatcher
Jack Foster.....	Dispatcher, Business Representative

### OAKLAND OFFICE

2090 Broadway Phone TWinoaks 2120  
 Al Clem.....Business Representative  
 Harry Metz.....Business Representative  
 Ed Doran.....Business Representative

### STOCKTON OFFICE

805 East Weber Avenue  
 Phone: Stockton 2-6847  
 G. C. Braddock.....Business Representative  
 Wm. C. Waack.....Business Representative

### SAN RAFAEL OFFICE

918 C Street Phone: San Rafael 1485  
 H. O. Foss.....Business Representative

### TOOELE OFFICE, UTAH

49 North Main Street  
 Phone: Tooele 547  
 T. D. Bryson.....Business Representative

### FRESNO OFFICE

1035 Broadway Phone: Fresno 3-1237  
 H. T. Petersen.....Business Representative

### SALT LAKE OFFICE, UTAH

151 South Second East Street  
 Phone: Salt Lake 3-3706  
 C. L. Casebolt.....Business Representative

### SAN JOSE OFFICE

40 North Morrison St. Phone: COLUMBIA 6748  
 M. G. Murphy.....Business Representative  
 Wm. A. Speers.....Business Representative

### PROVO OFFICE, UTAH

35 North Third West  
 Phone: Provo 630-J  
 T. L. Clark.....Business Representative

### REDDING OFFICE

1347 Tehama Street Phone: Redding 159  
 E. A. Hester.....Business Representative

### OGDEN OFFICE, UTAH

261 25th Street  
 Phone: Ogden 2-6396  
 Joe Riley.....Business Representative

### SACRAMENTO OFFICE

Labor Temple, Eighth and I Streets  
 Phone: Sacramento 3-7304  
 F. A. Lawrence.....Business Representative

### RENO OFFICE, NEVADA

15 West Fourth Street  
 Phone: Reno 2-3171  
 John De Lagrange.....Business Representative  
 Lester Collett.....Business Representative

## YOUR RESPONSIBILITY TO YOUR UNION

Because the union is you and your fellow workers, it is more important to you than the employer's plant is to him.

Your interest and devotion to your union will tell how much interest and thought you give to the welfare of your fellow workers.

**Because your union is you, not individually but collectively, individual gain is often set aside for the greater benefit of the majority.**

It should be your satisfaction to know that you have helped better the conditions and the right of your fellow workers to earn and enjoy a better living.

**You or we as individuals cannot afford to shirk that responsibility of treasuring and being proud of an organization that we ourselves maintain and own. Your union is the only medium for the working man to be on the same level as his employer economically.**

# OAKLAND REPORTS: shipyards, jobs, members

Al Clem and Harry Metz, Business Representatives working out of the Oakland Office, report:

## From the shipyards

At the Richmond Shipyards there has been an average daily turnover of about twelve members, which is comparatively small in view of the fact that we have close to two thousand members employed in the four yards.

Yard No. 3-A will soon start on construction work. There are sixteen hundred piles to be driven and a considerable amount of earth fill to be used in expanding the yard.

Brother Joe Walthers, steward at yard No. 3, is also our representative on the labor-management committee and is doing a fine job for the engineers.

Our general president, W.E. Maloney, and general secretary, Mr. Fitzgerald, visited all of the Richmond yards while they were here.

Brother Roy Hosman has been promoted to chief dispatcher at Moore's Navy Yard, and is doing a fine job.

The Navy Department has taken over Pacific Bridge Company's Maritime Commission Yard at Alameda, making one yard instead of two.

Brother Jack Clark is crane superintendent there.

We have heard considerable news about absenteeism in the shipyards. Among all the crafts the Engineers have a very low percentage of absenteeism. Thanks to the cooperation of the men with the job stewards most grievances are settled on the job. We have thirty-seven stewards in the twelve yards on this side of the bay.

For the benefit of those who have not been notified, Local 3 has a branch office at 9th and Nevin Streets, Richmond. This office, together with the Oakland office, remains open every Friday evening until 8 p. m.

## DISTINGUISHED VISITORS

The Oakland Office was honored by a visit from Mr. Wm. E. Maloney, International President of Operating Engineers; F. A. Fitzgerald, Secretary-Treasurer, and O. E. Carter, Fifth Vice-President, on Thursday, February 25.

## EVENING HOURS FOR UNION OFFICES

Just another reminder that for the convenience of members of this Local our Oakland office at 2090 Broadway, will remain open on Friday evenings until 8 o'clock.

Our Richmond Branch office at 9th and Nevin Streets will be open until 9 p. m. on Fridays.

## "OUT OF WORK" REGISTRATIONS

Save your gas and tires for the job! Your "out of work" registration will be accepted by phone at this office. You will be given equal consideration with those members who register in the hall.

CLEARANCES ISSUED FROM OAKLAND OFFICE FOR PERIOD JANUARY 27 THROUGH FEBRUARY 27.

Shipyards clearances, 365.  
Construction clearances, 590.

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## Warning!

Members of Local No. 3 are warned not to turn their books over to Business Agents of any other local, who might promise them membership for the payment of monthly dues. This procedure will result only in your being suspended from Local 3 for non-payment of dues in this local.

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## Housing problems

Again we request that any member hearing of vacant apartments or houses, please report this information at once to our Oakland office. The housing problem is acute and we need all your cooperation to aid our members in locating themselves and their families in this area.

## In the East Bay Empire

Kenneth Corning has a broken arm, received while working at Joe Gerrick's job.

Douglas Powers was off his job due to sickness for several days this month.

Ray Olsen woke up one morning to discover that approximately \$400.00 worth of mechanics' tools had "walked away" during the night! Brother Olsen is a mechanic on the Piazza and Huntly job at the Buchanan airport.

Eddie Parks was ill for a few days.

Melvin Bean "threw himself" off a shovel and broke his knee cap. He was working for Pete Farish and has been in the hospital for some time.

Jimmie Regal, one of our "old timers", is working in Oakland on a derrick for the Steel Erectors Construction Co. in their assembly yard at 23rd Avenue.

Glen Dobbins, one of the members of the local, who enlisted in the Seabees, has now been discharged. Glen reported that "the army is no place for the old men, as there is too much competition there." He doesn't think many of the young fellows can give him much competition on a shovel or dragline, but he says when it comes to jumping off a boat and swimming to shore the young 'uns had to help him out a bit!

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## Service withdrawals

The following members have requested Service Withdrawals within the last month: H. G. Simpson, Harold B. Root, Ernest Trautwein, Frank E. Conway, Jr., Theodore Gaffney, and Don Tucevich.

## News of jobs

We have at the present time quite a number of brothers out of work in Oakland, due partially to the rainy weather, and to the finishing up of many of the local jobs.

The STOLTE job in Alameda is going good at present.

HARMS & LARSON project at the Concord airport has slowed down because of the wet weather.

There have been a number of brothers layed off at the McNEIL job at Pleasanton as a result of bad weather and a change of management.

K. E. PARKER job at Oak Knoll Hospital, a single shift job, has approximately twelve members of Local 3 and 3-A working. TED SHOT is doing a good job as Steward.

McCarthy Housing Project in Richmond will be getting under way next week. There will not be many members of Local 3 on the job as it does not require much grading or filling.

The PCA PLANT at Elliott is working a two shift operation. They are very busy at this time.

The MACO job at Winehaven has approximately ninety members of Local 3 and 3-A working on the job. They are working two 10-hour shifts, seven days a week. Henry Fisher, one of our old members, is the Master Mechanic on the shovels. Walter Block (known as "Dutch") is in charge of excavating. The brothers Herman Volstead and Thomas Tout are assisting. The project manager is Ben Wells of the Macco Construction Company. There are four draglines, one trench hoe, and two truck cranes on this job, which is now drawing to a close. This has been one of the nicest jobs in the entire area.

BAKER BROTHERS from Cico have moved practically all their equipment into Alameda and Contra Costa counties.

## MUSICIANS WIN IN HIGH COURT

Washington, D. C.—The United States Supreme Court delivered another stinging rebuke to Assistant Attorney General Thurman Arnold when it unanimously upheld a lower court ruling denying Arnold an injunction against the American Federation of Musicians.

Arnold sought the injunction to restrain the union from continuing its ban on the making of recordings which result in the displacement of live musicians from their jobs. Federal Judge John P. Barnes in Chicago ruled last Summer that the issue was based on a labor dispute and pointed out that the Norris-La Guardia Act prohibits the issuance of injunctions where a labor dispute is involved.

The Supreme Court held that Judge Barnes' interpretation of the law was correct and that Arnold was wrong—as usual.

## Labor's social gains must be protected, AFL President tells sheet metal workers

Cincinnati.—Organized labor will fight with all its strength against arbitrary freezing of men to jobs and against attempts during the war to destroy the nation's social gains.

That pledge was voiced by President William Green of the AFL in an address to the convention of the Sheet Metal Workers' International Association at the Netherland Plaza Hotel here.

The convention, biggest in the history of the organization, was called to order by President Robert Byron, with nearly 300 delegates at hand from all parts of the United States and Canada.

Mr. Green, who gave the principal talk of the opening session, condemned shackling of workers to their jobs as a totalitarian, not a democratic method.

America still has a large pool of available labor for war plants and "the re-

sources of womanpower have hardly been touched," he said. Such resources should be fully tapped before there is any talk of compulsion, he declared.

Furthermore, before any local freeze plans are agreed to, provision should be made for adjustment of low wage levels and elimination of sub-standard conditions, he insisted.

Mr. Green also denounced the clamor raised by newspapers and Tory members of Congress for suspension of the 40-hour safeguards and other labor legislation.

The AFL chieftain said labor would "never surrender" to demands for emasculation of laws protecting workers.

"We are determined that the social and economic gains for which we have struggled many years shall remain on the statute books," he declared.

## HOLD 48-HOUR WEEK, AFL SAYS

Washington, D. C.—President William Green of the American Federation of Labor urged that America's work week be kept at 48 hours in a signed editorial appearing in the February issue of the American Federationist. Mr. Green said:

"World experience shows that unduly long hours are invariably followed by increased absenteeism due to fatigue or illness. In England and Germany long work weeks were found to be the cause of inefficiency and reduced output; reducing the work week restored production.

"We cannot get more by simply lengthening the hours. Flesh and blood accumulate fatigue, which slows down nerves and brain—and output declines.

## Doran reports activities slow at Marysville

Ed Doran, Business Representative reporting for Marysville, working out of Oakland Office.

Marysville. — Activities have been very slow here, although we have had a few members working on the Bear river levee break and the Yankee slough levee break.

These two breaks in the levee system were the cause of a flood that did quite a lot of damage at Wheatland and Rio Oso. J. R. Reeves of Sacramento were the contractors on this job.

Hemstreet and Bell were the successful bidders on an access road at Arboga, just a few miles south of Marysville, and work will start immediately. There will be work here for a few members of Local No. 3.

H. Earl Parker, a local contractor of Marysville, has several jobs in the jurisdiction of Local No. 3, as well as a job at Kingman, Arizona, and Needles, California. The equipment has been completely overhauled and is in tip top shape.

Marshall S. Hanrahan Co. are maintaining their office and shop here and have their equipment parked, but expect any day to hear that they have another job to go on.

F. Gunner Gramatky has moved his "jeeps" back to Marysville from Santa Rosa so he has all of his equipment parked here waiting to go to another job.

Kiss Crane Co., working at Oroville, dismantling the Northern Electric railroad bridge, is under way again, and with no more tough luck, will be finished sometime next month.

Due to the illness of Brother Tom Bryson, Business Representative located at Tooele, Utah, I spent a little time there at the request of Brother Swanson, our Business Manager, and I want to tell you unless you have been in the state of Utah and have seen the work that has been going on there, you will have no idea of the enormous jobs that have been undertaken.

The Business Agents in that district deserve the utmost praise as they have done an amazing job.

As you brothers probably know by now, I am a lousy reporter. I never claimed to be journalistically inclined, but we have other brothers here that have tried their luck in other fields.

The members of Local No. 3 ordinarily are very difficult to locate in this area due to phone shortages and other reasons, but I have discovered that on Thursday night, when the lady wrestlers are in town, you can find the whole gang there.

I've been wondering whether it's Brother Buster Carlile, the doorman and ticket taker, admitting them free or the lady wrestlers that draw them there.

(Continued on page 7)

## Airport project picks up, then rain slows it

Frank Lawrence, Business Representative working out of the Sacramento Office, reports:

Sacramento-Marysville. — The work picture in the Sacramento-Marysville District is about the same as last month. There is still a little work going on at Mather Field, McClellan Field, McCarthy Housing, Camp Kohler, etc., with only a few members on each job.

Work at the Fairfield-Suisun Airport seemed to pick up a little for a week or two but was stopped again by rain and wet ground. The Pacific Pipe Line Construction Company have completed as much of their pipe line job as is possible until spring. The McGillivray and Teichert Hot Plants and Pitts keep a few members employed. About seven members are still working at Camp Beale and Hemstreet & Bell keep a few men working.

New jobs have started at Arbuckle and Woodland—Migratory Labor Camps to be built by the Lindsay Construction Company. Hemstreet & Bell have the street and road work and Pacific Pipe Line the sewer work. There is also a Migratory Labor Camp being built by Barrett & Hilp on Ryer Island. The Holdner Construction Company have the utilities at the Winters Airport and will do paving and trenching work.

Proposed new jobs are: The Government Hospital at Auburn, four major warehouses at McClellan Field, and two additional runways at Municipal Airport.

Brother Roy Thomas, Sr., member of Local No. 3-A, is in the Sutter Hospital as a result of a severe foot injury. Brother James Thomas Jackson passed away suddenly Thursday, February 18, at his home in Elk Grove from a heart attack. Burial was in Sacramento Saturday, February 20, at 11 o'clock. Brother Buck Bowman is now at home convalescing after his recent automobile accident.

We are holding back-pay checks from Polous & McEwan in the Sacramento Office for the following members: Charles Shannon, Allen Amer, Elvis Dill, Louis J. Little, Doyle H. Colston, George Clements, James Clark and J. E. Somers. For some time we have also been holding a check from A. Soda & Son for V. S. Nunis.

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## Workers fly planes from flood area

Washington, D. C.—The War Production Board's Press Service revealed that one hundred army and navy planes were saved from a flood in Lock Haven, Pa., by members of the International Association of Machinists at the risk of their own lives.

Because the 10 pilots employed by the Piper Aircraft Co. were unable to handle all the planes, 25 unionists, who had learned to fly on their own time, left assembly lines to fly the planes to higher ground.

## Jobs in San Rafael area keep going as long as weather permits, business representative reports

"HEINE" FOSS, Business Representative working out of the San Rafael Office, reports:

San Rafael. — The Marinship "Housing Project" is rapidly nearing construction. Small contractors in the vicinity of San Rafael keep several members steadily



"Heine" Foss, business representative

## Ogden needs more contracts or jobs will be scarce

"JOE" RILEY, Business Representative working out of the Ogden Office, reports:

Ogden, Utah. — Unless additional contracts are let within the next two or three months, work in this area will not be as plentiful as has been the case in the past.

15,000 to 20,000 Civil Service jobs will soon be available at the Navy Supply Base, Hill Field and other Government agencies. Even now the housing situation is critical and only 1800 additional housing units have been let to contractors in this area. This reason alone is enough to show why new work is not being let.

There is a small amount of work left on the Naval Supply Base at Clearfield, Utah. With favorable weather, the job will be completed in approximately two months. Three hundred and fifty members are now employed at the Base.

Hill Field has roads, runways and seventeen more hangers to be built.

The Bushnell General Hospital at Brigham City will be completed any day. This job has carried some fifty Engineers on the payroll for the past summer and fall.

The Army Supply Depot has completed prison camp barracks and warehouses. Utilities are being completed along with railroads.

A small amount of work is being done at the Arsenal and Shell Loading Plant.

Work on the 1800 additional housing units is about to be started.

employed. Hutchinson Company has recently been taken over by Forrest Brown, and has several contracts for grading and paving in the vicinity of San Rafael and Hamilton Field.

The Greenbrae Quarry has three steam rigs running as steadily as the weather will permit. They are getting out material for local and up-river use. Brother Ralph Foy does all of the Company's barge work.

Contractor Leo Epp will use several of our members near Hamilton Field, as he has the work for foundations and street work in connection with the Housing Contract.

Fredrickson & Watson have a big job in Hamilton Field. They have three shovels on the job and expect to double-shift as soon as the weather clears up. If plans of the United States Engineers District are approved, this will probably be the largest earth moving job in Northern California.

Johnson, Drake & Piper have a large job near Santa Rosa. They are using four shovels on double shifts. Also have several "cats" as well as a complete mixing plant. Superintendent Fred Polard is in charge of the excavating and grading while Superintendent Hoff is in charge of the cement operators. Approximately all of the shifters on the job are members of this organization, and it will probably continue for some time.

Basalt Quarries are busy getting out gravel requirements for the job at Geyserville. Their plant at Healdsburg is running at normal production with Superintendent Kennedy in charge. This plant employs several of our members.

The Macco Construction Company have completed all contracts in this district and have moved south, taking the majority of the crews along with them.

If proposed plans materialize in the vicinity of Clear Lake the Army and Navy will let several contracts which should employ many of our members. The same applies to the vicinity of Napa, California.

The famous Conn Valley Dam is expected to be let late this spring and will be a job of large proportions. It will mean a lot of earth fill.

Heafy-Moore have a portion of the Vallejo-Napa highway realignment and we hope to see them get the balance of the work. Their Superintendent, Jim Guerin, is holding his organization intact for a "spring offensive."

The Travett, Shields and Fisher new bridge job over the Napa River is slowed up on account of material shortage.

There are several small jobs going on in this jurisdiction. C. M. Syar has several jobs running in the Vallejo territory. Barrett & Hilp and Kaiser are working small crews on Mare Island. Harney has some street work in Vallejo and several other smaller contractors are being kept busy in this vicinity.

## Fresno reports work not too abundant there

Vice-President H. T. PETERSEN, Business Representative working out of the Fresno Office reports:

**Fresno.**—Although the aggregate total of construction work in this area runs into several million dollars, it is practically all building construction and of course in this type of work we do not have too many members.

On the Hammer Field job the Meyers Construction Company have sublet the grading of building sites to the J. E. Haddock Construction Company and they have 3 rigs in operation on this job. The underground work was sublet to the Pacific Pipe Line Constructors, who have 2 trenching machines working.

On the Basic Center, Jack Shields Company have the streets and sidewalks and are operating 3 rigs on this job. This same company has recently been awarded a small railroad siding job at Hammer Field, which will start in the near future.

E. T. Hass Company are doing the underground work on the Basic Training center and this job is progressing with 2 trenching machines and 1 dozer.

At the Pinedale Camp the N. P. Van Valkenburgh Company of Los Angeles were low bidders for the underground work they are just beginning operation and will possibly have about 5 engineers on this job.

Piazza & Huntley still have about a month's work at the Porterville Airport consisting mainly of black stuff, however, this job has been shut down for 10 days and most likely not start for sometime yet because of weather conditions.

George France & Railing Co. job at Stratford is progressing as well, as the weather will permit. There are 2 shovel crews and 1 skinner employed there at the present time.

While I am in this part of the country I shall report that Tulare Lake District No. 749 has flooded and if they are successful in pumping this district dry they should have a considerable amount of work here in the late Spring.

Guerin Bros. have completed the contract at the Merced Municipal Airport and at the present time there is no work in this area except some patching on Bileco Field being done by the Jack Shields Company.

Outside of routine operations of Grant Pacific Rock Company and Stewart & Nuss, I believe this covers the situation in this area for the present. However, there is a lot of agitation for the completion of the Kern and Madera Canals and if the government gives an okeh to these projects this should become one of the bright spots in our jurisdiction.

★ ★ ★  
Poor Father!

Daughter: "Oh, papa, what is your birthstone?"

Father of Seven: "My dear, I'm not sure; but I think it's a grindstone."

## Eureka reports work in district almost finished

F. T. Shipman, Business Representative of the Eureka Building Trades Council, reports on the Eureka District:

The construction work in this district is about all finished with the exception of Crescent City Airport. This airport has cut down to one shift with only about twelve rigs working. Just a taxi-way and some of the shoulders to complete.

The access road to the Eureka Section Base has not started as yet and probably will not until the weather is settled. There is about eleven miles of this road but all practically on a level grade through sand most of the way.

Still adding an Operator now and then and a few oilers to the Dry Dock job. They are now placing an oiler with every rig.

The Chicago Bridge and Iron Co. have promoted Wm. (Bill) Goetz to the position of equipment foreman and he is very busy at present lining things up and is doing a swell job.

The Mercer, Fraser Co. keep their Operators and Oilers busy as they are still doing some work at the Seaplane Base as well as the Dry Docks.

## ★ ★ ★ Weather conditions hit jobs in Utah

C. L. ("Spike") Casebolt, Business Representative working out of the Salt Lake Office, reports:

The work in the State of Utah is not very good at the present time. However, this is primarily due to weather conditions and we expect a gradual increase in work from now on. However, we do have some work for "skilled" crane operators who can set steel. If there are any men of this type available, please contact the Salt Lake Office.

Brother T. D. Bryson, Business Representative working out of the Tooele Office, has been hospitalized, and we have been handling his vicinity through this office. However, he is now back on the job, and will probably have a report for the next news letter.

## ★ ★ ★ Activities slow at Marysville, Doran says

(Continued from Page 6)

Seriously speaking, I have been transferred to the Oakland office due to the lack of work in this area and the increase in the Oakland area, and I want to say that it has been a pleasure working with you men here at Marysville.

I am reluctant to leave here as I have met old friends and, I hope, made new ones. I have tried my best to give you the service you deserve and are entitled to, and want to take this opportunity to thank each and every one of you for the cooperation you have shown me in the past.

## Work in San Francisco area progressing smoothly in spite of winter weather conditions

Treasurer P. E. VANDERWALK, Business Representative working out of the San Francisco Office, reports:

San Francisco.—In spite of the winter weather conditions, work in this area is progressing smoothly. Although a number of men are registered as unemployed, more men are constantly being put to work.

Some 1600 members are now working here, including the three shipyards. There are only four major construction projects in operation at present, namely, Hunters Point, Marine Supply Base, S. F. War Housing jobs and Submarine Base. Construction on the whole though is not very promising at present but maybe with a little good "old California sunshine" it will improve.

Considerable trouble has been experienced by Stewards on jobs in this area, due to the lack of cooperation upon the part of our members, which could easily be overcome by the members if they would report to the Steward all their "beefs" and also make known to him that they are on the job.

After all, the Steward has to put in his time operating the rigs the same as every other member and therefore hasn't the time to canvas the job. According to our working rules, it is the duty of every member on the job to report to the Steward. Therefore, Brothers, your cooperation would be appreciated.

There is almost a constant demand for oilers in the shipyards in this area, mostly caused by our members being drafted into the military service. And for the information of those who might desire to come into this area, to work as oiler, the scale is \$1.08 per hour for day shift, plus 10% for swing shift and 15% for graveyard and also they are working six days a week. And for the information of those who might go to work in the shipyards and for those who are already working there, the following Migration plan as agreed to by the Unions and Management is submitted:

**"This agreement covers all employees in all shipyards. A uniform clearance shall be used by all shipyards. No shipbuilder in this area shall employ any person previously employed by any other shipyard in this area, unless said person presents such a clearance card.**

A clearance card shall be issued immediately when and if employee leaves employment to enter Armed Services. Such clearance shall state,

A clearance shall be issued immediately to employee who is laid off for the lack of work. Such clearance shall state, "Cleared for Re-employment".

A clearance shall be issued immediately to any employee who is discharged for cause. Such clearance card shall state, "Cleared for Re-employment". Such clearance card shall also state thereon the reason for discharge. Other shipyards in the area are under no obligation to accept for employment an applicant with such a clearance. However

such employee shall have the right to appeal to the Appeal Board and to submit facts surrounding such discharge.

A clearance shall be granted for "good and sufficient reason". A "good and sufficient reason" is defined as one not in violation of the terms of this agreement, and which is acceptable as such to an authorized person in the personnel office of the shipyard from which clearance is sought.

Without limiting the right to grant clearances for other "good and sufficient reasons" and for the guidance of both shipyards and labor, and the Appeal Board, the following special rules are laid down: (1) A journeyman mechanic shall be entitled to a clearance to permit acceptance of up-graded supervisory employment in another shipyard, but only if such employee, on his or her own initiative, has first obtained a written offer of such employment. (2) In the discretion of the Appeal Board, transportation and housing may be taken into consideration in granting or refusing an individual clearance, but only if employee presents to Appeal Board upon the official stationery of his Local Union and signed by an official of his Union.

At Western Pipe and Steel, at last after nine months of almost constant arguing and meetings, the scale of wages has been equalized so that now all men operating rigs, whether they be Gantry or Truck cranes, will receive \$1.33 per hour plus shift differentials.

A better condition of employment should now exist in the yard, thanks to the concerted help of all our members employed there and also for staying on the job while this condition existed.

At Bethlehem shipyard some trouble is still being experienced, in obtaining repair work rate for those employed upon bridge cranes, but some hope is still being held that this rate may be obtained for those doing that type of work.

Still dealing with the shipyards only in another manner, the serious problem of absenteeism definitely has become a very serious matter for the Engineers. First because of nature of the work and of the important positions being held by our members within the shipyards, any absence from work is far more noticeable and has a more delaying effect upon the work than any other craft in the yards.

Secondly, because of the fact that there isn't always some one to take your place upon the cranes. So, Brothers, if you are not sick and haven't too much of a Monday morning headache, please be on the job.

★ ★ ★  
Tie Up The Wolf!

She (i na florist's shop): "Have you any passion poppy?"

Old Salesman: "Have I? Just wait till I put down these roses!"

# Provo representative reports job conditions

T. L. Clark, Business Representative, and C. R. Van Winkle, Labor Co-ordinator, working out of the Provo Office reports:

**Out of the Provo, Utah, office work is handled for 3 distinct districts. 1. The Price area in Carbon County, scene of the coal mining activities for the steel mills. 2. The Cedar City area which is the site of the iron mines, and 3, the Provo area where the steel mills are being erected.**

Price lies 75 miles southeast of Provo and the work in this area is approximately 25 miles east of Price. Here at Sunnyside, Columbia and Horse Canyon, coal mines are being opened, housing projects are being built, coke ovens are being erected, with the necessary roads, railroads, pipelines, etc. Work is pretty far advanced in this district and the following is a short resume of the work as it stands today:

**Claybaugh Simpson & Reiss Co. of Grand Junction, Colo., putting in a pipeline from sunnyside to the railroad, approximately 15 miles. Job well under way and O.K. for our members. This company has another job straightening out the Denver and Rio Grande R. R. between Price and Helper, Utah, which is not started yet. Indications are that this job will be O.K. when it starts. Approximate cost of this job, \$2,000,000.**

The coke ovens being built, between Sunnyside and Columbia, are practically finished as far as our members are concerned. There is still some cat work, back filling on the coke ovens, remaining. This company was erecting a series

of Bee Hive coke ovens near the Sunnyside coal mines.

At Drager, which also lies near Sunnyside, Ryberg, Strong and Grant are erecting 450 prefabricated houses. Provision is also being made here for 450 more. They have 4 or 5 months work left for 5 or 6 cats. Job is O.K. for our members. Hunt & Frandsen, who had considerable work in Horse Canyon, have finished. They have 5 or 6 engineers repairing equipment to ship to Nevada.

**On the Kaiser job at Sunnyside we have only a shovel crew and one cat skinner. They are opening up number 2 mine portal. On the Kaiser Co. housing project being put up by McIsaac Menke & Pozzo, we have only a few men because not many were required. This work should soon be finished. The U.P.M. Construction Co. has a small job at Horse Canyon. The crew was sent from Provo and is O.K. Work in this district will be slower from now on as no new construction is anticipated.**

The Cedar City area which is 215 miles south of Provo, is the site of the iron mines. This mine is of the open cut type and lies some 16 miles west of Cedar City. It is at present operating C.I.O. with the check off system in effect. There will be some construction work in connection with this project, the amount of which we haven't been able to ascertain.

At present the Utah Construction Co. is doing some work there. This is being done 100% union. The Midwest Piping and Supply Co. has a small job going there also. This job is O.K., when the

other work will start or the extent of it depends, apparently, on a number of circumstances beyond our control, such as the war, etc. In order to watch this work the Building Trades Council maintains an office in Cedar City.

**In the Provo Area the Columbia Steel Corp. is erecting two steel mills. One is at Ironton, which is 6 miles south of Provo and the site of a small existing mill, and about \$30,000,000 is being spent in new construction. The prime contractor in this work is the Bates & Rogers Co.**

There are about 10 sub-contractors in this job, all of them including the prime contractor, are going along all right, with only the usual minor beefs. This job is about two-thirds on the way and there has been a lay-off of some engineers.

At Payson, about 25 miles south of Provo, a lime quarry, to supply lime to the mills, has just about been finished. This job was done by the U.P.M. Construction Co. with the engineers being supplied through this office.

**At Geneva, 6 miles northwest of Provo, Columbia Steel Co. is erecting for the government a \$160,000,000 complete steel mill. This job is about one-half on its way. There are about 75 prime contractors and sub-contractors on the job, most of whom have some engineers in employment.**

The largest of these companies is the Utah Promereory Morrison Construction Co., which is a joint venture of the Utah Construction Co., the Pomeroy Co. and Morrison Knudsen. The Geo. A. Fuller Co., the American Bridge Co.,

The Freyn Engineering Co., The Koppers Co., Babcock and Wilcox are a few of the other prime contractors.

This job except for the usual minor beefs and a few more or less serious jurisdictional disputes has went along pretty good. The usual troubles were had, of course over manning compressors, pumps, etc., and occasionally some foreman would try to use some other craft on engineers' work, but these matters have been easy to adjust.

**On the whole all the companies involved have showed a willingness to cooperate and routine police work has been all that was necessary to keep the job straight.**

At the present time about 8,000 men are employed on the job and because of lack of plans, materials, etc., this will probably be the peak, although it was originally thought that about 11,000 men would be used. Recently there has been a few engineers laid off because of the above reasons or because of the cold weather.

The office finds itself with a considerable unemployed list, so if you were figuring on coming this way, inquire of this office before you come in, because you might find yourself at the tail end of a long list. We do not expect a change in this situation if at all, until May.

**In addition to this work considerable housing is starting or is projected. Our understanding is that most of this work will be union; however, there will be little for the engineers on this type of jobs. Some road work is anticipated as soon as the weather warms.**

## Here are minutes of meeting on March 6

The meeting of Local Union No. 3 was called to order at 8:15 p. m., President Clancy presiding, at the Building Trades Temple, March 6, 1943, San Francisco.

### MINUTES

Synopsis of the regular meeting of February 6, 1943, were read and by motion adopted as read.

Synopsis of the Executive Board Meeting of February 20, 1943, were read and the acts and recommendations of the Board were by motion approved as read.

### COMMUNICATIONS

From the Pile Drivers, Bridge, Wharf and Dock Builders, Local Union No. 34, regarding transportation in the Bay Area, noting future meeting to be held in the Piledrivers Hall, 457 Bryant Street, Monday, March 22, 1943, at 8:00 p. m. Enclosed with this Communication was a resolution dealing with transportation in the Bay Area, which was concurred in.

From the Marin County Tuberculosis Association of San Rafael, California, a letter of thanks for the contribution and cooperation of Local Union No. 3 in their recent drive. Received and filed.

Cards of thanks from the family of the late William Warren Kamp, the Otho and Andrew Christensen and family, and Mrs. J. T. Jackson.

### UNFINISHED BUSINESS

The final reading of the following resolution: WHEREAS, Operating Engineers, Local Union No. 3 desires to fulfill its obligation as a patriotic organization to lend every aid towards the war effort, and

WHEREAS, there are sufficient funds in which to purchase additional Defense Bonds without jeopardizing the Union's financial position,

**THEREFORE, BE IT RESOLVED, that the Executive Officers be authorized to**

**purchase in the name of Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, additional United States Defense Bonds, Series G, in the amount of \$50,000.00 from the General Fund Savings Account.**

**It was regularly moved and seconded that this resolution be adopted. Carried unanimously.**

The final reading of the following resolution:

WHEREAS, it has become necessary to find new quarters for our offices in Oakland, California, suitable quarters, properly located, being unavailable, and

WHEREAS, there is now an opportunity to purchase a building in Oakland which can readily be remodelled to comply with the requirements of Local Union No. 3, and

WHEREAS, there is deposited with the Hibernia Savings and Loan Society sufficient funds of Local Union No. 3 for this purpose.

**THEREFORE, BE IT RESOLVED, that the Executive Officers of Operating Engineers, Local Union No. 3, be authorized to purchase in the name of Operating Engineers, Local Union No. 3 of the International Union of Operating Engineers, property hereinafter legally described: and here follows a legal description of the property.**

**It was regularly moved and seconded that this resolution be adopted and the Executive Officers be instructed to carry out the terms of the resolution. One Nay vote. Brother C. R. Hale recorded as nay vote. Division called for, resulting in 106 Ayes and one Nay vote.**

The complaint against Charles Paret filed by Sam DeMalt was taken up at this time. Both principals being present, President Clancy ordered the complaint read, after which Brother Paret pleaded not guilty. President Clancy set

the next regular meeting, April 3, 1943, as the date for the trial at 9:00 p. m. The Recording Secretary asked for more specific charges and Brother DeMalt stated they should embrace unreasonable discharge and violation of the oath of membership.

### NEW BUSINESS

Brother Vandewark reported that he was unable to attend the meeting of the Presbytery of San Francisco.

### BUSINESS REPRESENTATIVES REPORTS

The following gave their reports which were accepted as given: Foss, Waack, Braddock, Doran, Clem, Metz, Vandewark, Murphy, Spence, Clancy, Petersen, Swanson; Brother Lawrence was reported ill, having pneumonia. **Request to refer back to New Business granted.**

It was regularly moved and seconded that the names of all the candidates for office in the coming election be posted in all the offices of the Union. Carried.

### REPORT OF OFFICERS

Brother Vandewark gave his report as Treasurer. A copy of this report was not available for the recording secretary.

A motion was made and seconded that the declarations for candidacy for office be dispensed with and that the names of the candidates and the office they filed for be read. Carried.

Pat Clancy, President, present; H. O. Foss, Vice-President, present; B. R. Paulson, Vice-President, present; C. F. Mathews, Rec. Cor. Secretary, present; T. M. Byron, Fin. Secretary, present; P. E. Vandewark, Treasurer, present; Lyle McCann, Treasurer, present; Otto Never, Treasurer, absent.

G. C. Braddock, Executive Board, present; Ed Doran, Executive Board, present; Harry W. Metz, Executive Board, present; M. G. Murphy, Executive Board, present; Al M. Clem, Execu-

tive Board, present; Lyle McCann, Executive Board, present; Victor S. Swanson, Local Union Manager, present.

There being no further business, the meeting adjourned at 9:55 p. m. in memory of our deceased Brothers.

Respectfully submitted,

C. F. Mathews, Secretary.

**NOTE: The next regular meeting will be held April 3, 1943, in the Building Trades Temple, 14th and Guerrero Sts., San Francisco, at 8:00 p. m.**

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