



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, No. 13

SAN FRANCISCO, CALIF.



MARCH 16, 1945

Final word on wage freeze now up to FR, declares AFL; war board's delay scored

Engineers and teamsters sign pact on dual truck

Members of Local 3 will be interested to know the details of the agreement signed by the international organizations of the Engineers and the Teamsters settling all jurisdictional questions with relating to the operation of dual-purpose trucks. General President Wm. E. Maloney's letter of explanation and a copy of the agreement itself follows:

March 2, 1945.

DUAL-PURPOSE TRUCKS

TO ALL HOISTING AND PORTABLE AND MIXED LOCAL UNIONS

Greetings:—

On February 16, 1945 the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America signed an agreement with the International Union of Operating Engineers covering "operating of dual-purpose trucks."

A reprint of this agreement is enclosed herewith. It becomes effective immediately.

As a result of this agreement most of the jurisdictional controversy over the operation of the equipment described in the agreement will be eliminated. However, if disputes do arise between our organizations over the use of this type of equipment a procedure is created to settle such disputes under the agreement and this procedure must be followed.

This agreement is clear in its meaning and explains itself, and a fair opportunity should be given to apply its provisions during the next six months, at the end of which period a report should be submitted by you to this office on its application.

You will note there is a provision in this agreement by which the Engineers and the Teamsters agree between themselves that they will support each other on work of this class and after such agreement is reached between the local organizations of the Engineers and Teamsters if the employer does not abide by the agreement so reached, each agrees to support the other. I want this carried out by the Engineers' local unions to the best of their ability so that we can give this agreement a fair chance to work, for I believe it will be beneficial not only to the Engineers but as well to the Teamsters' organization. A careful study of this agreement and its provisions will fully enlighten you and will completely inform you on how to make it operate successfully for the benefit of all concerned.

In the event you find it necessary to issue any written instructions governing the application of this agreement for your territory, please see that a copy of such proposed letter is first submitted to this office so that a uniform appli-

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In memoriam

Local No. 3 expresses deepest sympathy to the families and friends of the members of this organization who passed away during the month of February:

FRANCIS BURE — Dredger man—Local 3C.

S. M. MATASCI—Crane Operator—Local 3B.

OLYDE (Steve) PIERCE—Cat skinner—Local 3.

Local proud of many members in armed forces

Local No. 3 is proud to be so well represented in the armed forces of our country. The last report shows 1845 members in active service; this does not include the many brothers who have served our country and already returned to civilian life.

Nor does it include the brothers represented by the nine gold stars on our service banner, who gave their lives, yes, gave their all for their country, for you, and for me.

Brothers Paul B. Bean, Tony Cardoza, Wm. A. Gibbons, Paul Harrison, Jack McMullan, Ralph Nielson, Lee Oman, Sidney Rosenberg, and Charles F. Royle.

Some of us knew these boys well; others of us just knew them as "guys we worked with." There may be many more to add to this list—names that have not yet been made public.

Let us all join in tribute to our brothers in the service. Let us say thanks for those who have returned to us, and prayers for those who are still away that they may come back to us safely.

Bingham Local Joins Local 3

As this goes to press, we have just received a wire stating that Local 353 of Bingham, Utah, voted four to one to affiliate with Local 3.

We believe this a wise move and should result in mutual benefits to the membership of both Local Unions.

In-plant feeding for Kaiser No. 3

At a meeting held on Friday, February 23, between the Kaiser management and the food committee of the Bay Cities Metal Trades Council, plans were accepted for four feeding units within Yard No. 3. The plans also include enlargement of the cafeteria outside the yard which will be needed to provide the extra kitchen service to accommodate the units.

The Maritime Commission allocated \$250,000 for the installation but at the time the plans were originally submitted to the council's committee it was thought the cost would be \$70,000 in excess of this amount. At the last meeting, however, it was decided that it might be possible, through minor curtailments and reduction of over-estimates, to construct the entire four units within the original allocation.

Yard No. 3 has been chosen as the logical spot for this installation due to the fact that from this time on the greatest activity will be in ship repair. This, coupled with the fact that this yard is designated as a permanent plant, which will be operated into the post war period insures its service to a large number of employees over a longer period of time.

115 N.B.C. radio stations carrying A.F. of L. program

WASHINGTON, D. C.—More than 115 radio stations from coast to coast are now carrying the AFL's "America United" radio program regularly each week, the National Broadcasting Co. reported to the Federation.

"Our records do not show any sustaining program, other than the Army Hour, which has ever had a comparable acceptance," Dwight B. Herrick, manager of NBC's public service department, said.

Because of prior commitments for commercial broadcasts, some of the stations on the NBC chain find it impossible to carry "America United" when it is originally broadcast. Many of these stations, however, have arranged to put on the program at a later hour or the following day. Those who would like to hear these weekly programs, therefore, are urged to consult the radio listings in their daily papers for the exact time "America United" goes on the air in their home communities.

Board's figures on costs shown entirely haywire

Washington, D. C.—The unjust and deceptive nature of the National War Labor Board in which they decided, despite the obvious facts, that wages have kept pace with the cost of living, was exposed in the dissenting opinion filed by the AFL members.

The following excerpts from the AFL opinion show the delays and the statistical jugglery resorted to by the NWLB public members to justify their conclusions:

"At long last the public members have commented formally upon the request of the American Federation of Labor that the National War Labor Board seek authority to modify realistically the Little Steel Formula. One whole year has elapsed since the American Federation of Labor presented its petition. For one whole year the American workers have awaited action of the public members of the board."

"Historically, the National War Labor Board has attained its high degree of success by controlling wage rates. To be sure, the board could have used "take-home pay" as the measure of wage control. As honest, competent students of wages, however, the public members perceived the essential inequity of regulating wages guided by the behavior of gross earnings or "take-home pay." They joined with the labor members in renouncing this criterion of wage stabilization. Even as recently as March of 1943, when the American Federation of Labor first protested the Little Steel formula, the public members took cognizance of the difference between stabilized wage rates and the cost of living.

"In this statement, however, the public members have adopted a new basis of wage stabilization. They have now decided that 'adjusted straight time hourly earnings' is a more proper measuring rod. This decision represents a compromise between their historical measure—wage rates—and the demands of the employers that 'take-home pay' or gross earnings should be used. Despite the statistical adjustments made, the new measure is essentially a kind of 'take-home pay figure.'

"One basis of the decision to change the measuring rod of wage regulation must certainly have been expediency. Adherence to the historical pattern of wage regulation by control of wage rates would have forced the public members to recommend a substantial increase in the Little Steel formula. The labor members have accepted the burden of wage control by regulation of wage rates. They adhere still to that position. The modification in the position of the public members can fairly be interpreted to mean that to con-

tinue their successful achievement of wage stabilization they are willing to protect it in this manner.

"There is a fundamental defect in the adjusted earnings measure to which the labor members object. Specifically, this average earnings figure represents adjustments in wages to particular individuals, since general wage increases under the Little Steel formula have long been exhausted. However, these average increases to some workers have been charged, against all workers. For example, when ten men in a plant received an increase of 10 cents per hour, the averaging process is used to show that the wage adjustment is equivalent to 20 more men receiving a 5 cents per hour increase. The adjusted average hourly figure is depicted as being 5 cents per hour increase. In this manner, the public members have concocted a 36.7 per cent increase in adjusted straight time hourly earnings for all wage earners subject to the War Labor Board's jurisdiction.

"In summary, the workers of America are disillusioned by this change in wage control technique. But they have not been hypnotized into believing that an increase for some workers is an increase in the wages of all workers. Only statisticians can be confused by the magic of their averaging technique."

Keep Your Red Cross At His Side

GIVE NOW!  GIVE MORE!

Army engineer quotas filled

In the January issue of the Engineers News there appeared an article on Port Construction and Repair Unit of the U. S. Army Engineers, which stated that they needed the services of experienced operators of pile drivers and shovels.

This Unit now has been completely filled, and they are accepting no further enlistments or assignments.

Skinners back on job at Fresno as 'floods' recede

By WM. C. WAACK
Business Representative

Fresno—In the lower San Joaquin Valley, a great deal of the success of trades unionism depends mostly on whether or not you are an optimist or a pessimist. Just when you think you are about to make a material gain in either membership or conditions, organizing or negotiating, labor relations, good or not so good, then you are bound to get your ears pinned down and by the same token when everything looks darkest a ray of hope breaks and gives you that extra "umph" that is necessary to go on and the world is "cherries" again! The flood waters ran off the real wet areas and the skinners are again in their best moods! J. E. Haddock is maintaining his land levelling operators and is one of the energetic and wide awake contractors of our district. The problem of the district is to figure out which side of the Kern County line he is working on. Glenn Hagey, the genial manager of these operations, is keeping plenty of work ahead for his gang and even though the wet weather does tie him up for brief periods we feel that his gang is welcoming the day off, if for no other purpose than shooting the breeze.

Other Contractors Have Small Jobs

I. H. Brown brought in a string of jeeps and a push-cat to the Madera Firebaugh district and although at this writing have been unable to cover this job, I am certain that a gang can well control it until a representative gets there.

Yolo Development Company has moved a couple of cats into the Merced-Gustine area for a little hand levelling project that will carry them through for thirty days.

Brother Russell Wright dropped in to our office several weeks ago wearing a new suit of khaki. He looks good in it, too. Russ' efforts were directed to the Seabees but sidetracked to the Engineers Corps and of all the units he didn't want, but got—the Infantry!

Sharp and Fellows are well along on their conversion of the Piedra Rock Plant. They are cutting out the screening plant, as it was originally set up. Also, the primary crusher. They intend to handle 1000 ton per day of rock ballast for the Santa Fe. The elaborate system of dinkeys and dump cars are being supplanted by a roadway and trucks. It's tough on the old timer to see these little steam dinkeys parked in the shed, for whenever a person heard the screech of the whistle on these little giants you knew there was a member of Local 3 on the job. Supt. Roberts intends that this plant will go in the next ten days. Biggie is "going to town" at the cement plant out of Merced. We have three rigs on this job. Bro. Paul Collett is the crew addition to the Engineers on this project.

Met A. S. Mayes, manager of the D. M. Drilling Co. at Piedra sev-

eral weeks ago. This contractor was very co-operative in assisting Local No. 3 to keep his equipment straight. This drilling work is worth the money in any league, but a contractor that works with his crew as well as Mr. Mayes does, makes the job seem a little easier. This outfit is working two shifts.

Ernie Trautwine and Ray Kepley have joined forces with Ken Royce in this district. Royce got two good men and we wish them both luck. Royce is coming to the Fresno district to level land. There is plenty of it here!

Tyler Lowe lost one of our militant cat skimmers to Uncle Sam. Frank Thompson joined up a week ago. Brown Material and the gang will miss Frank — and so will Jonesie Garner.

Waack Leaves Fresno For Oil Industry Job

In closing I wish to thank my many friends and brother members of this district for their co-operation. Without your assistance the job would have been much more difficult. I am now leaving Fresno. I am transferred to our headquarters, but will have a branch office in Richmond, California, where I will devote my full time to the organizing of the Oil industry in Northern California.

Brother "Curley" Spence is coming in from Ely, Nevada, to take over. "Curley" is a good worker and if you give him the breaks you gave me, your troubles will be in able hands.

To all of you, again, "Thanks."
* * *

Labor-sponsored canteens lauded by civic people

Washington, D. C. Union sponsored canteens for servicemen won high praise from congressmen and Mrs. Eleanor Roosevelt at the birthday celebration of the capital city's Labor Canteen.

Rep. John M. Coffee (D., Wash.) congratulated unionists on success of the canteen and said: "It's important for servicemen and veterans to know that organized labor is interested in their welfare." Echoing his sentiments, Rep. Helen Gahagan Douglas (D., Calif.) said labor canteens were a real expression of equality and justice. Mrs. Roosevelt described them as part of the whole fight "which must go on to attain a better world for everybody."
* * *

EASTER PARADE
Mama Sparrow flew into the nest in the old willow tree near the farmhouse, and was all excited as she told Papa Sparrow the news. She exclaimed:
"I just left a deposit on a new spring hat!"
* * *

Happiness is that peculiar sensation which you acquire when you are too busy to be miserable.

Clearing skies to aid jobs in Redding areas

By E. A. HESTER
Business Representative

Redding—The Yolla Bolly Lumber Company is under way. This project was previously reported as the Tehama Lumber Company, but now they have changed the name to the Yolla Bolly Lumber Company, Limited. They have four cats building logging roads twenty-five miles west of Corning. They are excavating for an eighteen-acre pond and erecting a large mill. The pond and mill will be located one mile west of Corning on Highway 99. Mr. Crowfoot is general manager.

We have a few members employed here now, and should have a lot more soon. Due to bad weather, work on the Tule Lake drainage project is progressing very slowly. There are six carryalls and five draglines working at this time.

7500 Acres to Be Leveled and Drained

The Stanley job has been held up due to weather conditions, but he should be under way soon. There is 7500 acres of land to be leveled and drained there. It is said to be the finest, fertile soil in the world. It is where millions of geese and ducks have spent their vacations for hundreds of years past. This is government land, and I understand it is to be sold to ex-service men.

Andy Gladney is still working a few of our men for the Southern Pacific railroad up around Yreka. Brothers Andy Dobis and Fate Brower are working for the Regal Lumber Company in Dunsuir.

There is not a great deal doing at the Carrico & Gautier Iron Mine, although we do still have eight or ten men on the payroll.

Jack Hein's gravel plant manages to keep about six of our men on the payroll at all times.

J. P. Brennan and his squad of Engineers are laying an eight-inch water line for the Shasta Box Company in Redding.

E. B. Bishop is still loading slag for the Southern Pacific Railroad at Keswick with a small crew of Engineers doing the work.

Brothers Clarence Roundtree and George Wilkinson are taking care of the shovel work for the Deschutes Lumber Company in Anderson.

Brothers Clayton Burg and A. C. Cantrell have been operating dozers for the latter.

State Hiway Work Planned for Spring

The following state highway work is scheduled to start early this spring. From Bieber to Big Valley, twelve miles of resurfacing, \$220,000. Girvan to Hospital Road, paving and resurfacing for three miles, \$35,000. From Paynes Creek, east, twenty-three miles of repairing and base surfacing, \$35,000. Hot Creek to Alturas, ten miles of seal coat throughout, \$21,000. Crespos to northern boundary, four miles repairing and seal coat, \$18,000. Gazelle to state line, repair and surfacing, \$30,000. Fourteen miles east of Canby surfacing and repairing, \$32,500. Horace Lake Road to Madeline, twenty-three miles of resurfacing and seal coat, \$77,500. So far that is about all the highway work scheduled to be done this spring in this district.

Brother Arthur Miller, crane operator in the Shasta Dam power house, has spent fourteen weeks in the Mercy Hospital in Redding. He will soon be transferred to San Francisco for further treatment.

Brothers M. P. Cummings and Charles H. Miller have been issued service withdrawal cards to join Uncle Sam's forces.

Spence sends out S. O. S. for skis and snow shoes!

By H. L. "CURLEY" SPENCE
Business Representative

Ely—The ground in Ely, Nev., and vicinity is still white with snow, especially up on Isbell Construction stripping job. They finally got some more equipment released from the D. P. C. in Las Vegas, including six euclid trucks, two Bucyrus churn-drills, one Bucyrus Erie Electric Shovel, and one brand spanking new 80 Northwest.

Brother G. A. Jeppson and his oiler, R. W. Pulspher, and C. M. Jensen and his oiler, George Yukish, happen to have the privilege of knocking the paint off the new "80"! The Bucyrus Electric hasn't done too much digging yet, but some of the brothers are practicing up a bit! I guess swinging with your feet is a bit confusing at first.

One of our good shovel runners, Brother Bartis W. Bush, left for a lower and warmer climate; I suppose "sunny California." Also, one of the reliable tractor operators, Burt York, bunched it last Saturday to go places unknown.

The two blade men seem to keep the truck roads as smooth as possible considering the extreme handicaps they have to work under. The poor tractor operators! Snow and slush is tough on those two brothers. Snow or blow they still bulldoze their way through. The churn-drill engineers and their helpers really have the toughest "go" of them all in my opinion. I went up on the job last Sunday when they changed shifts and one of the oil lines on the stove was plugged up. It was so cold that one of the driller's overall pants froze solid. He couldn't even get them off until he went to the shop and got them thawed out a bit.

The heavy duty repairmen gang are a happy go lucky bunch of brothers, along with the two heavy duty welders. Nick Andiesen has a private corner in the shop where he performs some real work and everything goes on like clock work in that repair shop.

Isbell Construction Company has a Northwest down in the tunnel job cleaning up a bit. I passed there this afternoon and saw Brother A. C. Newton and Brother Frank Jakawatz, so the job was well manned.

Hall Brothers, Inc., has come to a halt as far as the dirt moving is concerned. Most of their crew is up on the hill working for Isbell Construction Co.

Two Members Have Serious Accidents

Brother Lyman Ashley met with quite an accident. He was working around the shovel when a rock rolled off the bank and struck him on the leg, knocking him down. While down another rock rolled down and struck him on the head, just like playing billiards with him. The doctor took twenty-two stitches in his head, but he will be back to work in a few days.

Brother W. E. Rhoads met with a terrible accident down at Las Vegas while loading out the two Bucyrus churn drills. He fell from the top of the mast, and was unconscious for several days. He will be out of the hospital soon.

There are a couple of brothers named I. N. Williams and Don McCowan who run an auto repair shop in East Ely, known as Webbs Auto Service. When you are out that way or want any fancy repair work done, drop in and see the boys.

I was told that the Ruby Mine at Eureka, Nevada, was going to sink another shaft. They say it is one of the richest gold and silver deposits in the country. With the Mount Hope mine and mill going Eureka, Nevada, should be quite the town again.
* * *

Western Union polls prove Pegler's just talking through hat

New York City
"The completely false picture which Westbrook Pegler constantly tries to draw of unwilling workers being forced into labor unions was clearly disproved by the Western Union employees' recent vote in an NLRB election," Alfred Baker Lewis, president, Trade Union Accident and Health Insurance Co., charged in a letter to newspapers using Pegler's column.

The secret vote proves that workers do not hate unions, as Pegler claims, because, "while the proportion of votes for the AFL and the CIO differed somewhat in the different districts, the significant thing is that the vote for no union was completely negligible, amounting to less than 1 per cent of the total," Mr. Lewis explained.
* * *

Technically, it is only a \$1 assessment, but somehow it makes Mr. Cecil B. DeMille look very much like 30 cents.

'Straw boss in Burma'



Brother Ted Bankston, with the U. S. Army "somewhere in Burma," is shown with his "gang" of coolies, who are building a road by hand. Carpenters on this job get \$3.20 a week, and laborers get \$1.20 a week—big wages for that country!

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Monterey Harbor area to be scene of further jobs

By M. G. MURPHY
Business Representative

San Jose—Information has been received from fairly authentic sources last week on the work for Monterey Harbor, and improvements in general for that locality, and was further informed that there will be considerable dredging, and pile driving to start very soon, so it may be that Monterey and Moss Landing will soon be alive with activity once more.

I understand there is to be more expansion on the plant at Moss Landing. However, I am more satisfied to accept that as a rumor than as a fact. If said information is true, activity should start some time in April or May.

Monterey, Salinas, Watsonville, Hollister Air Base, King City, Camp Roberts, Camp Ord, Camp Jolon, Liggett, and Mitchell are all very quiet, with the exception of the regular run of current repairs, and now and then a small addition of new construction, which means no major benefit to our craft.

Permanente, with its Natividad and Moss Landing plants, is still plugging along in the manufacture of Lime, Magnesium, and other products too numerous to mention in this article.

Moffett Field; well, we are like the cat watching the mouse, just waiting for it to make one more move, and then it's action on our part. As for my last article concerning Moffett, I apologize for the typographical error (\$45,000), it should have been \$4,500.00.

Activity Increases In San Jose Proper

We have a little activity in San Jose and near locality in the form of two subdivisions, consisting of 75 and the other for 32 new residences, which means considerable for the building trades crafts and some of our brothers.

Our Gravel Plants and Quarries are still carrying their same number of brothers and there seems to be no letup on production of the sand and gravel industry.

Last month in the City of San Jose there were building permits issued to the extent of \$202,000 which is not a great amount, but this month we expect considerably more. How much benefit our brothers receive, remains to be seen.

Austin Company of San Francisco got a small job at 8th and Taylor for the Continental Can Company, and Ed Keeble is doing the grading along with a couple of our worthy brothers.

Swenson Company are progressing nicely with their Baby Food job, and the manufacturer expects to be producing Junior's favorite morsels soon, and doing a big business, no doubt.

Well, brothers, I have no more of importance to report only that we are quite fortunate here as our unemployment problem is not serious. At present we have about eight or nine of the worthy brothers available. I could name them on my fingers.

Report of the brothers:

Brother Tony Zizak of Permanente, one of our foremost loading experts of the Mag. Plant, has applied for a Service Withdrawal Card.

Brother Lawrence Kashka has made arrangements at home, and will soon take on a job in one of Uncle's Boot Camps.

Brother Chas. Steele, that well-known operator and brother, will soon doff the civies and don the khaki.

Brother George Taylor of Permanente was in to get his Service Withdrawal Card, and is now in the Navy.

Brother Clifford Smith has applied for his Service Withdrawal

Card and is headed for the Navy. Received a letter from Brother Prince, formerly of Permanente, is taking his basic training. Says it's not so bad!

Received a letter from Brother Joe Bowling in Honolulu who is working at the Navy Yard, says it's better than the Service.

Received a letter from Brother Chas. Dees, who is recovering from wounds received on the Leyte landing, says he hopes to be O.K. soon. He also says he never had his clothes taken off as fast as that Jap bomb removed them.

Received a letter from Brother Ray Bishop, who is in the same locality. Ray sends his best to all the gang.

Brother Roy Thompson, U. S. Army, paid us a visit the other day. Says Kiska and Attu ain't so hot.

Brother D. R. Cass, U. S. Navy, also paid us a short visit. He is located near Tanforan at present, expects to go out soon.

Brother Ben Blackman was in to inform us that his son (who is a fighter pilot) was reported missing. Anyway we hope you will receive better news soon, Ben.

1944 sets record year in mineral-metal production

The year 1944 witnessed another record production of metals and minerals in the United States and Alaska, the total estimated value being more than \$8,500,000,000 as compared with slightly more than \$8,000,000,000 in 1943.

Of the total, more than \$5,000,000,000 is in mineral fuels; \$2,400,000,000 minerals and approximately \$1,000,000,000 in non-metals. This is an increase of 54% over the first World War production of \$5,500,000,000 in 1918 and indicates the tremendous war effort of the mineral industries.

1945 Indicated as Second Record Production Year

Of the total metal production more than \$400,000,000 was produced in the eleven western states and Alaska, which is slightly under the 1943 production. The slight drop was due to easing off of the war demand and the shortage of labor.

There is every indication that 1945 will prove to be another record year in metal production, although, when the period of transition and conversion occurs, there may be a temporary slackening in the demand for metals. However, present and future war demands will keep the industry at a high rate and domestic production will eventually be at such levels as to require an enormous amount of metals for post-war use.

With the termination of the war in Europe, there seems to be no question that gold and silver production will experience an immediate and substantial revival, as these two industries are prepared to employ thousands of men almost at once without reconversion delay.

Asked how he managed to look 50 when he was 70, John Drew, the actor, said: "Keep the hair on and the stomach off."

Notice: The Permanente Foundation Hospital wishes to announce the opening of its new addition at Broadway and MacArthur Boulevard, Oakland, and would be pleased to have you view the new facilities.

Nevada unions backing bills in legislature

By JOHN DeLAGRANGE
Business Representative

Reno—Nevada's forty first biennial session of the legislature is now in session. The outlook is very bright as far as labor is concerned. Mr. Peter A. Burke, publisher of the Nevada State Labor News, was elected speaker of the house and he has appointed a good Labor Committee, Brother James Ryan, member of the Operating Engineers, Local Union No. 12 of Las Vegas, Nevada, is Chairman of this committee.

Up to this writing there have been 101 bills introduced in the Senate and 175 bills introduced in the Assembly. Bill No. 17 introduced by Brother Ryan, raising the minimum wage law for men from \$5.00 to \$6.00 and Assembly bill No. 79 introduced by Brother Ryan, for the minimum wage law for women from \$3.00 to \$4.00. Senate Bill No. 63 provided for occupational disease introduced by Senators Russell and Farnsdale. Senate Bill No. 10 increasing unemployment benefit act from \$15.00 to \$18.00 maximum \$24.00 per week introduced by labor committee. Senate Bill No. 41, State Contractor's board lowering the contractor's license from \$300.00 to \$100.00 and passing the board's examination. The bills introduced pertaining to labor are as follows:

List Assembly Bills

Assembly Bill No. 12, introduced by Thompson; Opens fishing season in Truckee river May 1 instead of April 15. To fish and game. Assembly Bill No. 17, introduced by Ryan; provided minimum wage of \$6.00 daily for unskilled labor employed on public works or state highways, and providing hourly minimum wage of 75 cents for such workers. To committee on labor. Assembly Bill No. 31: Labor Committee; establishing a civil service system for all state employees. To joint committee of labor and ways and means. Assembly Bill No. 41, introduced by Englestead; provided for portal to portal pay for underground miners. To committee on labor. Assembly Bill No. 43, introduced by Ryan; increasing wage scale for workers on public works built for and by the state or any political sub-division from \$5.00 to \$6.00 daily and from 62½ cents to 75 cents per hour, to Labor Committee. Assembly Bill No. 50, introduced by Free and Englestead; requiring minimum payment of \$6.00 a day or 75 cents an hour on all work done by contractors to or for the state. In Labor Committee. Assembly Bill No. 56, introduced by Carlson; requiring mining concerns or operators to post security for wages before commencing work. To Labor Committee. Assembly Bill No. 79, introduced by Ryan; increasing minimum wage for women in private industry in state from \$3.00 to \$4.00 per day. To Committee on Labor. Assembly Bill No. 81, introduced by Beko; increasing non-resident hunting license fee from \$10.00 to \$20.00. To Committee on Fish and Game. Assembly Bill No. 84, introduced by Higgins; authorizing state barber's act to establish minimum prices. To Committee on Labor. Assembly Bill No. 97, introduced by Ryan; increasing salary of Labor Commissioner from \$1,800 to \$2,400 annually. To Ways and Means Committee. Assembly Bill No. 115, introduced by Boak; changing requirements of newspapers to be classed as weekly publications from 104 weeks to 52 weeks. To Public Printing Committee. Assembly Bill No. 119, in-

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Doran reports on variety of jobs in Stockton area

By ED DORAN
Business Representative

Stockton—The work on Rough and Ready Island has levelled off, and at the present time we have approximately 300 Engineers and Oilers employed by Twaits-Morrison-Knudsen-Gerwick. There is going to be another contract let this month for the second portion of the Naval Annex. This we hope will give our members more work.

Barney Bell, according to reports, is very easy to get along with these days. The reason for that smug and satisfied expression is that his wife presented him a baby girl in February. Congratulations, Barney!

The Teichert Company are busily engaged in erecting a Hot Plant in Stockton preparing to get going on their Stockton Field Job, just as soon as the weather permits. Brother Bill Brierly is superintendent of this project, and the members of Local No. 3 can be assured that this is going to be a real job. Brother Brierly is feeling fine now, after being laid up in the Hospital for several months. He was injured in an automobile accident in December.

Stockton Const. Co. Building Underpass

The Stockton Construction Company is building an underpass under the railroad grade on the new access road to Rough and Ready Island. Brother Harry Leighton is superintendent. Brother "Red" Williams sub-contracted his job with Ben Gerwick and is working on Case's Piledriver on this job. Brother Hugh Van Ladingham was on this job but had to leave and go East on account of a death in his family. Seems as though this is the season for bosses. Brother Harry Leighton has been walking around with his head in the clouds. The reason, a new arrival, a boy. Congratulations to you Harry.

Biasotti Company is not doing much in this area at the present time, although they are quite busy in the Bay area. Brother Ray Cochrane has managed to keep some of our members busy in the shop.

Brother Members Injured on Job

Brother Jim Barnech was injured while cranking an engine on a truck crane, and is now in the Dameron Hospital in Stockton. Brother Barnech, after being injured, was taken to the first aid station; after examination the insurance company admitted that it was a serious injury, but told Jim to go back to work until they had time to investigate the cause of injury; in the meantime Brother Jim was suffering intense pain. He was hurt on Thursday morning and Friday night he called me at my home and asked me to inquire if I could arrange to get him in the hospital. After many phone calls I was unable to get any one to admit him to the hospital, so on Saturday morning I called the Industrial Accident Commission in San Francisco. They in turn evidently ate some one out here in Stockton, because Jim went to the hospital Saturday night and was operated on Sunday morning. He is now getting along very nicely.

And, another case with this same company. Brother C. Washburn was carrying a can of gasoline and the fumes were ignited by a lighted lantern, exploding in Brother Washburn's hands, causing severe burns to both his legs. He has been in the hospital for over 11 weeks drawing his compensation checks. Last week he was notified by the insurance company his checks were stopped, because they thought that he was throwing

gasoline on a fire to keep warm. The outcome of this case has not been settled, but I am sure that it will be in Brother Washburn's favor.

These are but two examples of insurance companies trying to avoid their responsibility to the working people who have been injured while working. The compensation insurance laws in the State of California are a direct result of organized labor. The old-timers in the labor movement were responsible for the enactment of the State compensation laws. So, if you are injured and you feel you are not being treated justly, report to your business representative and I am sure they will do all they can for you.

We are not miracle men, but through the contacts we have made in the past we usually get results.

Brother Joe Souza is still laid up with a badly broken leg, but expect him to be up and around this month. It will be some months before Brother Souza will be able to work. Joe was injured while trying to push a tree over with a dozer. The tree broke off over the "cat" and fell on him. Joe says he won't make that mistake again.

M. J. Ruddy has finished the dam at Le Grange and has moved the equipment to Modesto where they are grading for the new refrigeration and cold storage plant. There are six Engineers on this job.

Will some of you fellows working for Pete Farish let me know where you are now located? I looked all over Waterford on March 1, 1945, trying to find you.

Sykes job at West Point is going along very slowly due to weather conditions.

Claude Woods rock plant is going along full blast supplying rock for the Rough and Ready Island job. Walter Sorracco is operating Ruddy's shovel.

Brother John "Slick" Gentry has enlisted in the Seabees with a chief warrant officer's rating. "Slick" knows his way around, expect to hear that he has made rear admiral in the near future.

The following is a letter received by the Union from the Wage Adjustment Board, which is self-explanatory:

As you have observed the letter is not final, and we are now working on the request of the Wage Adjustment Board to get the approval of the contractors in the Stockton area, then the application for wage increases will be re-submitted to the Wage Adjustment Board for their consideration.

WAGE ADJUSTMENT BOARD
United States Department of Labor
Washington

February 14, 1945

Re: Case No. 52-5244

Mr. C. F. Mathews, Recording Secretary Operating Engineers, Local Union No. 3 of the International Union of Operating Engineers 1161 Market Street San Francisco, California
Mr. Eric Carclay, Project Manager Twaits-Morrison-Knudsen-Gerwick
P. O. Box 1488
Stockton, California
Gentlemen:

This letter has reference to your joint application for adjustments in wage rates for tractor operators, truck cranes, heavy duty mechanics and welders, ross carriers and stackers and similar type equipment and bulldozer operators to apply on the construction of the Oakland Naval Supply Depot An-

(Continued on Page 8)

EDITORIALS

ENGINEERS' NEWS

COMMENT

OPERATING ENGINEERS' LOCAL UNION No. 3

Report of last meeting

The Regular Meeting of March 3 was well attended, there being 143 members present.

The Minutes were read and adopted.

Among the communications there was a letter and plaque from Father Flanagan's Boys Home in Nebraska thanking the Union for the money we had donated toward the school and a plaque making the Union an honorary citizen of Boys Town.

A letter of thanks was received from Mrs. Marjorie Bean and a card of thanks from Frank A. Lawrence and family.

Declarations of candidacy were read for the second time.

Brothers Pete Moore, Steve Pierce and Burr Francis were reported deceased.

Brothers Charles Braumley, C. Washburn, Joe Sousa and Jim Barnech were reported ill.

The Business Representatives made their reports on conditions in their respective districts which were well received by the membership.

The door prize was won by Brother Tom Bynon.

The committee reported on the Governor's Health Plan and recommended that the Union sponsor and support the Governor's Bill with modifications as suggested by the California State Federation of Labor. While this bill is not all that is desired by Labor, it does, however, have the best chance of becoming a law.

There was considerable discussion in regard to the Election Committee and other matters were discussed under the Good of the Order.

Respectfully submitted,
C. F. MATHEWS,
Recording Secretary.

AFL unions institute federal court suit on anti-closed shop

Tampa, Florida

A suit contending that Florida's anti-closed shop amendment is unconstitutional was filed in federal district court here by the AFL, 56 of its affiliates and three Florida firms.

Named as defendants were Atty. Gen. J. Tom Watson, open shop crusader; Gov. Millard Caldwell; State Atty. J. Rex Farris and Sheriff Hugh Culbreath.

The suit also asked for temporary and final injunction against the defendants restraining them from interfering with existing collective bargaining agreements.

GIVE NOW! GIVE MORE!

LOOKING AHEAD..

We must keep your Red Cross at his side for a long, long time

The wounded... the discharged veterans... the men overseas, need Red Cross help.

GIVE NOW! GIVE MORE!

News of dredge operation jobs

By T. D. BRYSON
Business Representative

We are still short of deckhands and leveemen on some of the dredges. Where they are short-handed some of the men are doubling up and getting by somehow. We are also in need of some good levermen.

The dredge "Palmer" has finished up at Hunter's Point, and moved to Martinez where they have a job for the Shell Oil Company.

The Case American Construction Company dredge "Olympia" and the Hydraulic Dredging Company dredge "Rapoose" are still at Hunter's Point. These two machines are equipped with 120-foot ladders, something unusual in this locality as the usual ladder is around 60 or 70 feet.

The Case Construction Company dredge "Alamitos" is still working on the Sacramento River just above the Rio Vista Bridge. They are dredging silt from the channel of the river.

The American Dredging Company dredge "Pearl Harbor" is still at Rough and Ready Island, where they are just about through with their original contract. The Navy will probably let another contract for an extension of the docks. If this goes through they will probably be there another two or three months.

The Olympian Dredging Company dredges "Monarch" and "Golden Gate" are still at Hunter's Point. These are clam shell machines and are fishing for rocks.

The San Francisco Bridge Company dredge "Duwamish" is working in the Oakland Estuary at the Army Intransit Depot. The "San Pedro" is in the yard at Richmond undergoing some badly needed repairs. They expect to go to Vallejo soon.

The Associated Dredging Company has three small clam shells that move around so much we can't keep track of them.

Tony Dutra has his dredge "Mallard" at Hunter's Point and the "Edwards" is going up to Liberty Island this week for a short job.

We are sorry to announce the death of Burr Francis, who was drowned while working for the Case Construction Company on the "Alamitos" near Isleton, Monday, February 26, 1945.

North Bay jobs perk up; union could use more

By H. O. FOSS
Business Representative

San Rafael—Bro. Bodoni with two cats is busy on the Waido approach removing a large slide which will probably involve a few months work.

Healy Tibbetts has a rig at Tiburon wrecking the old Northwestern Pacific wharf.

Johnson and Nelson, Ongaro, Frank Maine and other local contractors seem to be very busy in this vicinity.

The Basalt people at Daniels' old quarry are still busy under construction. Looks as if they should be ready to start operations by June.

Hutchinson Co. and Brown Ely are busy on small contracts in this vicinity.

Frederickson and Watson are cleaning up on their present contract and are expecting to do some extensions on paving in the near future. We hope so. Understand some other large jobs are to be let when the government officials make up their minds.

Kewit & Son, McDonald and Kahn and Wm. Rapp of Santa Rosa, have a few contracts at Hamilton Field with McPhail of San Rafael furnishing the majority of the cement for their projects.

Understand the Union Paving Co. will soon be back on the Letty Tract at Santa Rosa finishing their jobs that they got rained out on last fall. Other small local contractors in the vicinity of Santa Rosa are busy with their chores. Skaggs Island at the present time have the underground construction. The Raymond Concrete Pile Co. and C. M. Cyar are busy on this project. Cyar has the paving of the roads as soon as he can get lined up.

Vallejo Contractors Busy on New Jobs

E. E. Lowell, Parish Bros. and other contractors in the Vallejo district are busy, including the Basalt people. On Mare Island we find Pomeroy with Piombo doing the excavating for their job. Young have some sewers to put in. McDonald and Kahn, Barrett and Hilp and Moore and Roberts are pretty busy putting up buildings on the island.

According to a report recently given me by the county and city engineer of Napa, it seems as if bids will be called for and contracts let on the Conn Valley Dam in May. This will be the largest earth fill dam, if it finally does come to pass that it is constructed, calling for more than one billion yards of dirt fill.

Devincenzi Bros. of San Francisco, with shovel and cat, doing good fill job in San Rafael for Hess Lumber Co.

A. G. Raish has kept crew busy all winter making streets in new subdivision in San Rafael.

We hope, with the amount of idle men we have in the district, that something will break in the near future.

Continued drop shown in construction work

Washington, D. C. Construction expenditures in continental United States during January amounted to \$340,000,000, a drop of \$37,000,000 from January 1944, but only \$6,000,000 below December, Secretary of Labor Frances Perkins reported.

Boston teamsters ousted

We have some men, who should know better, who are continually candidates for office and have been rejected, who are present at every meeting, making trouble for the elected officers, causing misunderstandings and discontent within the meetings.

Of course this kind of selfish, freakish, incompetent individual will always be with us.

They tell you about the great work they did on some special occasion and they think that although they have showed inability and incompetency and lack of judgment, they should be continued forever as heroes within the union.

Others have come into our organization in recent years and they get their gang to support them in the meetings. They do nothing constructive.

Destructive Methods

Their whole method is destructive, by a whispering campaign and by back-biting and lying about the elected officers when their pledge and obligation compels them to support the officers and never do anything or say anything in any way against the union, and to regard their fellow members as brothers.

We have in mind a few of those cases and if it continues, we are now warning them that the International Union will proceed against them as we did in Boston and they may be expelled from our organization.

Finally Went Too Far

We suffered in Boston for two or three years with a few disturbers, who eventually went too far in creating discontent, and now they are on the outside looking in and they are going to remain on the outside if it takes every man and every dollar in this International Union to keep them on the outside.

We believe in exercising patience, but when patience becomes an evil instead of a necessity and a virtue, then we cannot allow the union to suffer and be torn by dissension within caused by a few self-seeking individuals who are not union men at heart and whose only desire is to promote their own selfish interests at the expense of the rank and file of our membership.

Send Out Warning

You who read this to whom the above statements may apply, we are now advising you to beware. We know the most of the disturbers and we have their records in headquarters. If you want to remain with us, support the elected or the regular officers, and if, at the end of their term you feel that you should be elected, you have the right to be a candidate, but you must proceed in an orderly, decent fashion and not be underhanded or use rough, threatening tactics.

Don't forget for a moment that we have dealt with similar situations and with disturbers who thought they were tough more than once in the past 38 years, and at the end they found out, when it was too late.

They were not tough; they only thought they were.

If you don't like this International Union of Teamsters, which is determined to carry on in accordance with the laws, then we say to you: get a withdrawal card and leave us decently. Don't stay with us and endeavor to destroy or weaken the union we have built up to benefit our 600,000 real members.

—FROM THE INTERNATIONAL TEAMSTER.

Redwood region shows progress for many jobs

By OTTO E. NEVER
Business Representative

Eureka—The Redwood Empire reports progress and lots of it.

Things around Crescent City are quiet. Brother Jim Reynolds of Public Utilities and Chief Operator Ira Bolen are keeping the Northern end of our territory in light and power. The jobs at Klamath and Orick are done for the time being.

Mercer Fraser has started the bridge and approach job at Little River, and Al Miles is doing the shovel work, assisted by Brother Ray Gilbert, and Brother Bill Glover is on the driver. In Eureka, Mercer Fraser manages to keep their crew together and may increase their equipment operators when spring work starts.

Tom Hull has the contract to drive the piling at Hallmark's fish cannery at Trinidad. No starting time has been set as yet.

C. B. & I. Co. Awarded New Building Contract

The Chicago Bridge & Iron Co. has been awarded a contract to build 17 barges to be equipped with 30-ton cranes. We understand they have also been awarded two more 18,000-ton floating drydocks. This will bring the yard back to normal by July 1st.

Army Ordnance phoned your representative about January 20th, asking him to locate a contractor who would accept a contract to tear down and rebuild 1850 1½-ton Chevrolet trucks. After three weeks work and negotiating, the local Chevrolet agent, Carl Gustafson, signed the contract. During this time we were very ably assisted by the local Caterpillar dealer, Mr. Bob Matthews of the Brizard-Matthews Co. Mr. Matthews has even donated the Caterpillar Building that he has just completed at Bucksport for the new industry.

On February 27th, we signed a contract to furnish the repairmen and helpers for the entire job. This will include all repair and motor overhaul as well as parts department. It will take about 225 engineers to man the job. Work will start by April 1st.

Other work is slow in materializing, although there is some \$450,000.00 allocated for highway work this season in Mendocino and Humboldt Counties. E. E. Bishop is finishing up their dirt-moving at Benbow, having been held up by weather.

There is a possibility of a small concentrating plant being erected here, and if it does happen, the chrome and manganese mines will re-open, giving work for a good many catskinners.

In general, we report progress.

THE DOUBLE-CROSSER

FIRST DAME: "So Harry is teaching you how to play ball?"

SECOND DAME: "That's right; and when I asked him what a squeeze play was, I think he put one over on me."

If the shoe fits . . .

"All that harms labor is treason to America. No line can be drawn between those two.

"If any man tells you he loves America, yet hates labor, he is a liar.

"If any man tells you he trusts America, yet fears labor, he is a fool.

"There is no America without labor, and to fleece the one is to rob the other."

—ABRAHAM LINCOLN.

News from the San Francisco office

By P. E. Vandewark and Pat. Clancy, Business Representatives

Word from the jobs

Employment conditions have changed somewhat from our last monthly report. There has been a small but general increase in clearances for jobs on construction work in the past two weeks, although at the present time there are still quite a number of brothers unemployed.

New Contract for Barrett and Hilp

Barrett and Hilp has a new job at Nineteenth Avenue, building a large parochial school. There is a considerable amount of excavation involved on this job, including utility work.

Eaton and Smith still have a few rigs working on the WAVE barracks on Ocean Avenue. They are also doing a large amount of repair work on the rigs in their yard. Several brothers are employed there. They have about completed their grading and paving job for Soule Steel at Army Street. They are also still engaged on the grading and paving work at Hunter's Point.

Dinwiddie Construction Company has started on the erection of modern WAVE barracks on Ocean Avenue.

Pacific Bridge Company is still working two shifts on the job at Bethlehem shipyard. At the present time, there are about 30 brothers employed doing everything from operating to welding and heavy duty repair work.

Healy Tibbetts are getting nicely started on the pier job at Bethlehem, following the caisson work being done by Pacific Bridge. They are also still working one of their derrick barges for the Navy on Yerba Buena Island.

Lack of Material Delays Point Job

Gerwick Morrison and Twait job at Hunters Point is proceeding very slowly at the present time due to the lack of proper fill material, preceding the pole driving work, but an increased activity will undoubtedly be experienced within a very short time as the company now has a sand suction

dredge which they are going to move into a sand bank off Bay Farm Island, and start pumping sand to be barged to Hunters Point.

American Bridge Company has about completed their steel erection job on the addition to the machine shop at Hunters Point. They are now getting ready to move on to a new steel erection job which will be a large steel crane way. Two crews are working at present, but there no doubt will be additions to this on the new job.

Standard Bldg. Co. housing job at Third and Army Streets is rapidly nearing completion with street grading and paving work yet to be done.

John Hughes Company has completed the excavation job on Revere Street.

Shanmac Company has all of their shovels working at the present ime on jobs scattered throughout the territory.

Farnsworth and Ruggles, Thomas Rigging, Ballinger, and Sheedy have all of their truck cranes busy doing all types of work in this area.

Ship Repair Yards Working to Capacity

Ship repair work is very good at the present time with all of the yards along the water front working to full capacity. Considerable trouble has been experienced by the brothers working for Bethlehem in regard to operation of rigs, and to overtime pay, but after the meeting held two weeks ago with all of the operators on the day shift splendid cooperation is now being given, and some of the things that were "thorns" in the sides of the operators are now being removed by real cooperation among the brothers.

Considerable lay-off is still being experienced at Marinship as the company is continuing to reduce the swing and graveyard shifts to the minimum.

Soule Steel is still working to full capacity at thir plant and also at their creek yard.

San Mateo County Work on Increase

Ford J. Twaits job at Tanforan is about completed. A new project is about to start on the same site. The report is that Stolte Construction Company is the low bidder. There is more excavation in the new contract than in the previous one.

The Union Paving Company job at Tanforan which was supposed to be asphalt had to be changed to concrete due to the condition of the fill. Their other plant at San Carlos is about ready for operation, to care for future contracts in that territory.

There has been quite a bit of activity in the rock plants in San Mateo County. The road to the new Ken Royce Company plant at Rockaway Beach is completed, and the site of the plant itself has been completed so they are about ready to start erection. The owners of the Rockaway Beach plant have acquired the old Market Street Railway Company plant at Daly City. This plant was closed down for a number of years, but there are repairs going on now to get it in operation again.

The private housing job of Stonason Company at Daly City will be a fairly large project. Pete Farrish has the hillside excavation with cats. Hughes, from Oakland, has the shovel work; two shovels and a flock of dump trucks are on this job. Pete Farrish is also using Engleson's cats on this job under the supervision of Bill Briscoe. Pete's foreman has worked throughout Northern California for a number of years, and is now a member of Local No. 3.

We expect a meeting in the near future with the Material Dealers Association of San Mateo County regarding wage adjustments and other minor details for their plants.

H. D. Repairmen Keep Busy in S. M. County

Guy F. Atkinson's yard in South San Francisco is doing a lot of repairing. There are a number of our members employed at this

time. Gurein Brothers job is also doing a lot of repair work with five or six members in their shop.

We are expecting a large contract for paving at Mills Field to be advertised some time soon, as work is supposed to get under way during the month of March.

L. C. Smith, California Paving Company, Tyson and Douglas, and various other small contractors in the county are "wiggling" around now because of the sunshine.

Piombo's job in Visitation Valley, which is a sub-contract of DeLucca Brothers housing job, is progressing very well now after our little argument over the foreman.

Shipyard Contractors Nearing Completion

Western Pipe and Steel has layed off a number of operations due to shutting down the graveyard shift, and the winding up of their contracts for the Government. If no new contracts are forthcoming very shortly they will not have any members of ours employed there.

The Port of Redwood, where our members are loading supplies vitally needed overseas, is progressing about as well as usual. There has been little difficulty arising at various times, but all these matters should be straightened out this week.

The last crew was layed off at the Belair Shipyard last Saturday night, and for whatever minor work is left the company will order crews when needed—which will not be very often in all probability.

The Garbage Dump is going along about the same as usual. We send a relief operator out occasionally when one of the brothers is sick, or when one has to report for a physical for the Army.

New Firm Employes Eight Local 3 Members

The Bartholomew-Johnson Shop at Redwood City, putting out the automatic barrel hoops (about which you read in a previous issue of the paper) now has eight of our members employed. This

work is practically all welding. There will probably be a number more heavy duty welders going to work there in the near future as they have a large "back log" of Government orders.

If this fine weather continues in the county of San Mateo, there should be a lot of work.

The county employees which are members of this organization are working about as usual. The heavy duty repair work in the county is being done by members of Local No. 3. Due to the good cooperation of our membership it is now easy to keep an eye on this kind of work.

News About the Brothers From S. F. Territory

Received a card from "Alabama Smittie" and note he was promoted to a sergeant. Those brothers who knew "Alabama" will probably feel the same way I do—it won't be long til he's a general.

Have received numerous letters and cards from the boys in the service, and wish to state to those who receive this paper that we are still "keeping her on an even keel," not only trying to hold our own, but trying to get better conditions and more money for you when you return.

Chief Petty Officer Wm. (Bill) Hogg is somewhere in the South Pacific. Take her easy, Bill—don't let those yellow guys get you down.

Brother Charles Hibbard who has been with Bechtel Parson McCone in Arabia is now on his way home. Brother W. T. Brown who was with the same company, has already returned and is glad to be back in San Francisco.

Brother Ed Curtis who has been superintendent for Morrison Knudsen on the Air Field in the Aleutian Islands has also returned.

Brother Les Collett has been transferred from Camp Beale to Fort Knox, Kentucky, and has been assigned to the armored division.

Brother George Baker who is in the Navy, has been appointed Chief Petty Officer. He is stationed in the Marshall Island group.

Daily report of awards for construction jobs

February 16, 1945

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$7,847 for resurfacing Clarendon Ave., extension between Laguna Honda Blvd. and 160 feet west of Stanyon Street, S. F.

BENICIA, Calif., sub-contract awarded as follows:

M. B. McGowan, Inc.—by H. H. Larsen Co., for driving piles for relocation of Riggers Bldg. at Benicia Arsenal.

M. B. McGowan, Inc.—by Stolte Inc., for driving piles for Bar Stock and Packaging Unit Bldgs., at Benicia Arsenal.

February 19, 1945

ALAMEDA, Calif., contract to Clinton Const. Co. \$349,700 for constructing warehouse, etc., at Government Island.

SACRAMENTO, Calif., contract awarded to L. G. Lentz, \$2,379 for inst. sewer in Alleys "R" and "S", betw. 21st and 22nd Sts., Sacramento.

HAMILTON FIELD, Calif., contract awarded to Wm. D. Rapp, \$111,469 for const. utilities for A. C. Bldgs., at Hamilton Field.

BERKELEY, Calif., contract

awarded to J. Henry Harris, \$25,275, for grading and drainage at Salvage Segregation Center, Berkeley.

February 19, 1945

TREASURE ISLAND, Calif., contract awards to Haas Const. Co. \$48,655, for relocation of oil and gasoline tanks, Treasure Island and Yerba Buena Islands.

February 20, 1945

TOOELE, Utah, contract awarded to R. J. Daum, \$25,652 for constructing test structures at Dugway Proving Grounds, Tooele, Utah.

SACRAMENTO, Calif., contract awarded to L. C. Smith, \$3.80 plus \$1.50 dely., total \$530, 1/2% dissc. by State Purch. Agent, for furn. 100T plant mix surf. 3/8-in. max., with liq. asph. MC-3 to be deld. and stockpiled at San Gregorio Creek Bridge 11 mi. S. of Half Moon Bay.

February 21, 1945

SKAGGS ISLAND, Calif., contract awarded to Parker Steffens & Pearce, for const., radio station, Skaggs Is., near Mare Isl.

SAN FRANCISCO, Calif., contracts awarded to Fay Improve-

ment Co., for \$13,576 for conc. curb. vitr. side sewer "E" conc. pave, etc., on Parque Dr. and Cielito Dr., S. F.

TOOELE, Utah, contract awarded to Herman Const. Co., \$10,560 for const. shelter shed, at Tooele Ordnance Dept.

BENICIA, Calif., contract awarded to Huettig and Schromm, \$2,411 for planting and landscaping at Post Cemetery.

February 23, 1945

ALAMEDA, Calif., contract awarded to Dinwiddie Const. Co., \$319,300 for const. engine test cells, Naval Air Station.

MCCLELLAN FIELD, Calif., contract awarded to McCoy and Butler, \$11,180 for const. comb. service club and post exchange bldg., Sacramento Air Depot, McClellan Field.

February 26, 1945

ALAMEDA, Calif., contract awarded to Fredrickson & Watson, \$199,000 for addl. parking area for operational planes, N. A. S.

SHOEMAKER, Calif., contract awarded to M. J. King, Inc., \$127,640 for const. supplemental personnel facilities for Detention

Unit, U. S. N. Training and Distribution Center.

MENLO PARK, Calif., contract awarded to J. D. O'Connor Const. Co., \$46,363 for alterations to bldgs., Dibble Gen. Hospital.

MENLO PARK, Calif., contract awarded to Wells P. Goodenough, \$75,956 for WAC housing at Dibble Gen. Hospital.

OAKLAND, Calif., contract awarded to Freethy Kimball Co., \$50,784 for const. of moorings for ammunition lighters, Naval Magazine, Port Chicago, Calif.

February 28, 1945

EMERYVILLE, Calif., contract awarded to Whalin Bros., \$6,145, for const. storage and processing bldg.

SAN FRANCISCO, Calif., contract awarded to Monson Bros. for const. WAC housing, Letterman General Hospital, S. F.

SAN FRANCISCO, Calif., Contract awarded to Arnold Trucking Co., \$5,200 for Great Highway beach protection and Bayshore Blvd., slide removal.

MODESTO, Calif., contract

awarded to Harris Const. Co., \$78,916, for WAC housing and conversion of barracks, closing of walks, etc., Hammond General Hospital.

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$5,000 for const. curb, sewers and asph conc. rock sub-base on Quintara St., between 43rd and 44th Avenues, S. F.

AUBURN, Calif., contract awarded to H. W. Robertson, \$218,239 for WAC and Medical Detachment housing, paving and utilities, DeWitt General Hospital, Auburn.

SAN JOSE, Calif., contract awarded to Austin Co., \$60,000, for const. 160x258 feet reinforced conc. warehouse addition to the Taylor Street Plant in San Jose.

March 1, 1945

EUREKA, Calif., contract awarded to Tom Hull, \$4,452, for construction of reinforced concrete culvert and earth fill on creek in Westhaven.

TREASURE ISLAND, Calif., contract awarded to Clinton Const Co., \$62,900 for construction of moorings for 1900 T floating dry docks at T. I.

(Continued on Page 7)

What's doing in the Oakland office

By Al Clem, H. W. Metz and Joe Walther, Business Representatives

At this time we have 200 men on our out of work list. We have cleared a total of 407 men, however, as compared with 372 for the

same month last year. It is to be noted that shipyard clearances are lower this year, 89 being cleared in February of 1945 as compared

with 166 last year. Our construction clearances have held up due to the fact that short jobs are in a majority at the present time.

NOTICE! The Richmond office will be open from 8 a.m. to 4:30 p.m. Monday through Friday, with the exception of the first and last Friday of the month when it will

remain open until 8 p.m. This change is necessary due to the fact that the hiring hall will remain open on the above stated evenings only.

Getting around the jobs

We have 15 members on the Mercer Frazier job at Port Chicago. Cecil House is the Master Mechanic and Fred Squires is Steward.

The Atkinson Overpass job at Port Chicago is nearly done. The two Rowans—M. H. and Don—are the only engineers out there now.

The E. W. Williams Housing Project job at Camp Parks is coming right along, with three engineers and one oiler on the job at the present time. They have not yet started grading and figure on approximately two more months' work.

N. M. Ball have five members on their P. C. A. Plant job in Niles where they are removing overburden and building levees. It is expected that the job will wind up in a week or so, however.

Jones Brothers are doing a small earth moving job in Richmond. Brother Horne is running the cat-loader.

The East Bay Water Company, who has been doing extensive work

in the East Bay, is now engaged on the water project in Richmond. At the present time we have four members working for them.

Twits, Morrison and Knudsen are driving the pile for the finger piers in Richmond Shipyard No. 3. M. K. moved a Lima in early this week and will start driving anchor piles at once.

After long negotiation an agreement was signed on February 12th with the California Steel Company of Richmond. It is now before the Wage Adjustment Board for approval.

Healey Tibbetts have finished their job at the Standard Oil plant at Point Richmond.

Morrison and Knudsen have a small job for the Santa Fe Railway at Richmond. There is a Northwest Shovel and two cats operating at present but they expect to be through in the next few days.

Miller and Stoutenberg have brought a ditching machine over from Hawthorne, Nevada, and are using it on their sewer job on Park

Avenue, in Oakland. At the present time we have five members working for them.

The Bager and Son job at Richmond is keeping six of our members occupied. They have two cranes, two compressors and one cat operating.

Piazza and Huntley report that their job at the Oakland Airport is tied up due to wet weather. All the engineers are standing by, however, waiting the go ahead signal from the U. S. Engineers.

The major part of the excavation is now completed on the W. A. Bechtel job at Brentwood, and they are now getting ready to pour concrete. There are five of our members on the job now.

Fredrickson Brothers still have 35 members on their Port Chicago job. Things are pretty quiet now but it is rumored that there will be more work in the near future.

Barrett, Hilp, McDonald and Rutherford are laying men off at the present time. There are 16 cats, six blades and several drag-

lines still in operation, but they are engaged in covering igloos and putting on finishing touches in general.

The Pacific Pipeline Company, which has been operating steadily in the Bay Area for the past three years, have just one job, a 2-inch line, at Pittsburg, going at the present. All the engineers that have been employed by the company are busy in the shop overhauling equipment.

McGuire and Hester have a job in Castro Valley on which eight of our members are working.

We have approximately twenty-five members working on the Jones Stevedoring job at the Ent-transit Depot in Alameda.

The Graham Ship Repair Company is establishing a new general ship repair business on a two-acre site located at 501 First Street, Oakland.

Ship Repair Inc. are engaged in general ship repair at their location on the Estuary at the foot of

Ford and Kennedy Streets, the site of the former Pacific Bridge Yard No. 4.

The Judson Pacific Murphy Corporation, a merger of the J. Philip Murphy Corporation and the Judson Pacific Company, will be located at the foot of Park Avenue, and will be engaged in fabricating steel.

The U.S.S. Wild Rover, the 59th C-2 type vessel to slide down the ways, was launched at Moore Dry Dock on Sunday, March 11th. The ship will be used by the Maritime Commission in the transportation of vital war materials to the major battle fronts of the world. There are four more ships to be launched in the near future, after which the yard will be used for ship repair work.

There has been a change in the routing of the proposed new highway linking the Oakland airport and Alameda. The highway will extend from the Bay Farm Island bridge to the Naval Auxiliary Air Station near the western boundary of the airport. The total cost is estimated at \$160,000.

News about the brothers:

Brother Hiram Minor, Crane Operator in Richmond No. 1, is still on the sick list. He has been unable to work since the 24th of December.

Clark Vail, who has just returned from a year in the Aleutians, was a recent visitor in the Oakland office. He formerly worked in Richmond No. 3.

Brother Guy Woods, who has been off work for some time as the result of an accident in which he broke his shoulder, is now back on his job at the California Steel Company in Richmond.

Mr. and Mrs. Grant Brown became the parents of a son, Grant Richard, on February 2. The young fella' was born at Peralta Hospital and weighed in at 7 pounds 6 ounces.

Brother Art Whitlock, who was in Providence Hospital for ten days, has been released, but will be unable to return to his job at the Oakland Army Port for about a week.

Brother Perry Rankin, who has been working in this area since 1939, was injured severely last month while cranking a compressor on the Combs job. His knee was broken in several places and he was confined to the hospital for some time. He is up and around now but thinks it will be a month or so before he is able to return to the job.

Several of our members have taken service withdrawal cards in the last month. Brother Edward Franklin, who has been working as a crane oiler for Stolte, is to report to the Army Construction Engineers the end of this month.

Don Hunsaker, who has been working in this area for one and one half years, has left the McDonald Kahn job at Port Chicago, and is on his way to the Seabees. He has worked out of both the San Francisco and Oakland offices.

He was employed at the Bel Air yard for some time while in the City. He is going to his home in Kansas City, Mo., for induction.

Another Engineer, who is a sailor in the making, is Walter M. Talbot. He has worked for several contractors in this area, the latest having been Bechtel, McCone and Parsons and De Vilbiss.

Brother George B. Haywood was inducted on the second of February. He has stated a preference for service in the Navy, but at last report he wasn't too sure just where he would be sent. He has been with Galbraith for ten years. He started in on an oiling job and at the time he left he was foreman on the Hunters Point job.

Brother Fred Stickney has been employed on the same job for the past 43 weeks. He is operating a compressor for Ransome Company on their shipyard railway repair job.

On February 22 Brother Elbert Hosman, crane operator at Moore Dry Dock, received a concussion when he was hit by an auto. He was crossing the road from the parking lot to the yard when the accident occurred. He was taken to Providence hospital, but is back home now and is recovering nicely.

Brother Cliff Gray, shovel operator, is taking a withdrawal card as he plans on devoting his full time to his many activities in Hayward. He is owner of the Texaco Station there and also has a used car lot in connection with it. Aside from this he operates the soda fountain in the Walgreen Drug Store.

Brother L. L. Keithley, crane operator, is another No. 3 man who is going into business. Brother Keithley is operating a garage in Antioch.

Brother D. C. "Pop" Day, crane operator in Richmond No. 1 as far as is known, holds the oldest oper-

ating card in the yards. He was initiated into the Engineers on July 7, 1907. This isn't his only claim to distinction either. He has been in Yard 1 since June of 1941 and during that time has lost only three days work, and that was due to illness. Keep pitchin', "Pop."

The following men have been cleared to Camden, Ark., where a large Navy Ordnance job is in progress: Roy Decker Sr., Roy Decker Jr., Bill Stone, G. Short, Ralph O'Neill, and William Kimbley. Bill Blaw has been hired as assistant superintendent on the night shift.

Brother C. R. Hunt who has been in the Navy since April of 1944 has just received a medical discharge. During most of this time he was stationed at Norfolk, Va. Before entering the service he was a crane operator at Pacific Yard No. 2 for 17 months.

Another of our members just returning to civilian life is Brother Tom Lowry, who joined the Seabees in July, 1943. He spent 13 months in the South Pacific and in October of last year was sent back to Oak Knoll Hospital where he received his medical discharge. Before entering the Navy, Tom worked for several local contractors, including Arris Knapp, J. L. Martin and McGuire and Hester. He is now going to work for M&K in yard three in Richmond.

We received a letter from Brother David S. Wasdahl, another Navy man. He had been a Mate on one of the dredges at Hunters Point previous to his going into the Navy. He received his boot training at Farragut, Idaho, and in his 18 months of service, he has been overseas for one year.

George Bartle, S 1/c, who also took his boot training at Farragut, has been in the South Pacific for over one year.

Brothers Everett Huff and Lewis Hanson, both engineers at Moore Dry Dock, have taken over a service station located at 40th and Grove Streets. Larry Burnside, who formerly operated a crane at Moores was the original owner.

John Harrell, crane operator, who has been working in this territory for some time, is leaving shortly for the state of Washington where he plans on going into the lumbering business. Among the contractors he has worked for in this vicinity are Dade Bros., Healey Tibbetts and Encinal Terminals.

Brother J. J. Delaney, who is employed as an Engineer by the Oakland Sewer Co., reports that his two sons, James Jr. and Bill have both been wounded in action and have received the Purple Heart medal. James Jr., who is a Sergeant in the Army Engineers, is also a member of this local. He has been in Europe for nearly three years and has just been released from the hospital. His brother Bill, MOMM 3/c, was decorated with the Purple Heart as a result of injuries received in Southern France. He is a veteran of the Bizerte, Sicily, Salerno and Anzio campaigns, and was wounded while a member of a diving unit assigned to clearing the channel prior to the invasion. Both of them worked for Tobin before entering the service. They have met once since leaving this country, and were able to spend about one week together. Bill who has been at Oak Knoll Hospital is now awaiting re-assignment to active duty.

Word has just been received that Brother C. F. "Jim" Lewis, who is serving with the 92nd Construction Battalion somewhere in the Pacific, has been promoted to Chief Petty Officer.

A recent visitor to our office

They got off to a good start with an official christening, we are told, and here's hoping they have a great deal of success.

We regret to report that Brother R. L. Thompson, compressor operator in Yard No. 3, has received word from the War Department that his son Lt. Thompson, a fighter pilot, has been killed in action. We extend our sympathies.

Brother Joe Cassa, oiling boss at Moore Dry Dock, has been taken to Providence Hospital for observation.

Our boys in service

was Marine Sgt. Alvin Satova of the 3rd Marine Division. He is the step-son of Brother Carl Brown, and has seen service in Bougainville and Guam.

women war workers make British tour

Following the successful experience a year ago when four American war workers went to visit Britain, returning with four British workers who toured war industries in the United States, arrangements have been concluded for a new exchange, this time of women workers.

The American women going to England are members of the United Automobile Workers' Union, the International Brotherhood of Electrical Workers, the Textile Workers, and the International Ladies' Garment Workers' Union respectively. The exchange has the strong support of unions and Government Departments on both sides of the Atlantic.

An inferior race is always hated most by those members of a superior race who are not very sure of their superiority.

No one can make a fool out of a man without his help.

Round-up of the news from Utah

By C. L. Casebolt, Salt Lake; T. L. Clark, Salt Lake; Scott Ledingham, Ogden; C. R. Van Winkle, Provo—Bus. Representatives

From Salt Lake:

We will start this letter off with a report on the Geneva Steel Case. Through the good office of Brother J. J. McEntee, Secretary-Treasurer of the Metal Trades Department, A. F. of L., Mr. I. B. Padway, attorney from the office of Judge Padway in Washington, was assigned to assist us in preparing the brief for the War Labor Board and to conduct the hearing before the War Labor Board Panel in Salt Lake City on February 26th and 27th. Mr. Padway arrived on February 5th and he immediately went into a series of conferences with the local Business Agents and Brother Cary, A. F. of L. Organizer. Preparing this brief was quite a lengthy undertaking but it was prepared and mailed out to the respective parties far in advance of the dead line.

After a brief trip to the Coast, Mr. Padway returned to Salt Lake City on February 24th, and again conferred with the negotiating committee of the Metal Trades Council. Mr. Padway's appearance for us before the Panel on the 26th and 27th was a masterpiece. On this Panel the Utah Supreme Court Justice, Judge Wolfe, was the chairman. Judge Wolfe is a man of great understanding and ability. The opposing attorney for the Geneva Steel, Mr. Merrill Russell, is also a noted attorney and a man of great ability, but they both found Mr. Padway more than a match for any argument the opposing council could muster and were able to answer the most intricate questions Judge Wolfe could compound. We were very happy to have Mr. Padway with us and wish to thank the Metal Trades Department through this column for the interest they have taken in our problems.

Engineers Meetings All Well Attended

During the past month I have visited almost every part of the state, the details of which follows: The last meeting in Salt Lake City was very well attended by the largest group we have had in several months. I attended two Engineers' meetings in Provo which Brother Van Winkle is conducting every other Tuesday night. These meetings are also well attended and I notice that week by week the attendance is becoming better. Also attended the Engineers' meeting in Cedar City, this meeting was also well attended. While in Cedar City I visited the jobs at Iron Mountain, Cedar City and Modena. This work is all going along well as far as the Engineers is concerned.

I made several trips during the month to Ogden on matters pertinent to the Engineers. Also visited at Logan. Made one trip to Wendover, continued to Wells, Nevada, talked over matter pertaining to Engineers at a meeting with Bro. Spence. Last week I made one of our periodic visits to the eastern part of the state, visited Duchesne, Roosevelt, Vernal and Jensen. This is in the new oil fields which are rapidly developing. The Utah Oil Refinery Company has been given authority by Petroleum Director Ickes to build a six-inch pipe line from Rinsley, Colorado, to Wamsutter, Wyoming, and it will connect with the line already running in to Salt Lake City from Wyoming field. This line is 90 miles in

length and will have to be served with a series of pump stations. This will be coming up for bid shortly.

The reclamation work in this area is apparently on the up swing. Many projects are taking form in the Green River Basin which feeds direct into Utah as well as various projects within the state. The Bureau of Reclamation informs us they intend to do this work at the Building Trades wage scales. Their intensions are appreciated, but however, we have the Engineers' wage scale as found to be prevailing by the Utah Industrial Commission at hand.

Photostat copies of the scales will be sent to the various governmental agencies requesting that they change their Civil Service rates to conform with the prevailing wage rates in this area. These will be in the hands of our International within the next ten days. With all due respect to the Bureau of Reclamation we will take steps ourselves toward having our wage scales formally approved.

In closing I wish to again call the attention of our members to the Legal Aid Department. We have a great many requests for this service to date which have proven a great benefit already to our members and we wish again to call your attention to it and remember, do not sign any papers in case of injury, but call it to the attention of your business agent and insist that he take care of the matter through the proper channels, that you may secure the benefit that you are rightfully entitled to.

C. L. CASEBOLT.

From Provo:

Construction work in the area served by the Provo office showed a slight increase over last month and a number on our unemployed list have been sent to work. One or two other projects are expected to open up soon, however there still remains more than enough unemployed members to take care of any anticipated needs during the coming month.

The Carl B. Warren Co., who have the concrete pipe work on the Salt Lake aqueduct, have had their manpower ceilings raised and, if the matter can be arranged satisfactory to the Bureau, may put on another shift. At present the difficulty centers around the lack of additional facilities to pour pipe and the insistence of the Bureau that the pipe be cured longer than the company thinks necessary.

Morrison-Knudsen have started up again for this year on their work for the Union Pacific Railroad. They have already placed a few of our members and anticipate having work for several more in the near future. This work consists primarily of regrading, relocating curves, installing passes and such work and should last until the snow flies next winter. The trouble with this work is that it is in isolated areas where living and boarding facilities are hard to find. We are attempting to get the company to provide facilities, such as are provided for railroad workers under similar conditions, and believe this will be done as soon as such facilities are available.

The work for the Utah Construction Co. at Cedar City remains about the same with 38 members being employed. A reduction is anticipated by the company, however, as soon as the crusher is installed, which should

be about April 1st. We are hoping that by that time the company will have other work to start. During my last visit to that area, on which trip Brother Casebolt accompanied me, 28 of these members attended a meeting held there. It is our intention to hold these meetings every month.

Our relations with the company remain cordial but we are having machinist troubles, this group having filed with the Utah Industrial Commission claims to part of our work. As this is written the commission has not as yet held a hearing on this matter but if it is held before the Engineers' News goes to press an attempt will be made to get the news into another part of this issue. Let us hope that this doesn't turn out to be another United Welders' case.

I have received welcome news for our members in Utah from the Bureau of Reclamation and that is that the Bureau is to pay the prevailing wage rates and observe the working conditions on their force account work in this area. This is important to us in the Provo area as the Bureau has 5 or 6 years of such work ahead of them here, I am informed.

This action by the Bureau is the result of the good work of Business Manager Swanson of the local union and the General officers of the International in Washington and is one of the best illustrations of the value of our organization. In addition to this I have received word from a high official of the Bureau that they are planning 77 new reclamation projects for this area to present to Congress for post-war work. If this goes through this should be a prosperous area for operating engineers after the war because this work involves mostly dirt moving.

During the past month I was privileged to attend, by invitation, the Western Steel Conference. This was a conference called by western manufacturers of steel products and other business men to lay plans for the post-war operation of the Geneva and Fontana steel plants.

Believe me, when I say that these men are determined to see these war-born industries remain in operation in the West, and Labor, as a whole, should be just as determined as they are and also determined that Labor shall fully share in the benefits.

On the 26th and 27th of February a panel of the War Labor Board held a hearing in Salt Lake City on the points of difference between the Geneva Steel Co. and the A. F. of L. unions. I don't intend to comment on this hearing, I am going to leave that to Brother Casebolt, as he followed the hearing closer than I was able to, except to say that we were well represented by Mr. I. B. Padway of the A. F. of L. legal staff and on one other point.

That point is that throughout the hearing counsel for the company kept insisting that most points of difference between the company and the A. F. of L. unions could be solved by the grievance procedure. While I don't agree with him fully let's give it a trial pending the decision of the War Labor Board. Let's file a grievance on everything that bothers us at the plant. Let's see if counsel for the company is right.

First thing for our members at the plant to remember is that you can't be fired for filing a grievance. That is your right under the existing agreement. Second, don't take your grievance up with the foreman, superintendent or company personnel officer in your department. They are there to serve the company. Take them up with

your steward. He is there to serve you. If there isn't a steward in your department let us know and we will see that one is elected. Third, remember that the Engineers' office in Provo is here to serve you. We will help you frame your grievances and advise you.

In order that our members may have every opportunity to get together and discuss their problems, regardless of where they are working or on what shift, a weekly meeting has been arranged in Provo. These meetings are being held every Tuesday at 8:00 p.m. in the Laborers' Hall, 35 North Third West, Provo. With your help every effort will be made to make these meetings interesting and instructive. Attendance at these meetings is increasing. Let's make them the outstanding labor union meetings in Provo. Come and bring a fellow worker who isn't a member.

C. R. VAN WINKLE.

From Ogden:

February has been one of the quietest months in this area in a long time. The work has been scarce and nothing new in sight.

During the month I have visited brothers working in the northern part of the state with Brother Casebolt and held a lengthy meeting with Wicks Engineers Construction Company at Logan, Utah. This firm at present is engaged in crating and shipping Technical equipment for the Army and Navy. While not altogether successful in our mission we have paved the way for future relations which will prove a benefit to the Engineers.

I attended the regular meeting of the Engineers in Salt Lake City which had a very large attendance.

What few jobs we have going at present are all in good shape but many of our contractors are tied up owing to weather conditions. There are apparently several land leveling projects in this area and one or two across in Wyoming which will not get started until the ground dries out sufficiently.

At this time we would like to inform our brothers of the conditions prevailing among other labor organizations in this area. At this time there are but two organizations in the Labor Temple that maintain a full-time Business Agent and a girl to answer the telephone. One is the Laborers and the other is our office, and while work is slow at present and may continue to be slow for some time, we wish to assure you that this office will be kept open at all times. This is for the convenience of the Operating Engineers and I welcome your visits to this office regularly and assure you that I will do all in my power to help the brothers find employment and see that they are kept informed of any and all up-to-date news.

So until this time next month I will bid you good-bye,

SCOTT LEDINGHAM.

From Salt Lake:

February has been an extremely bad month for me. I have been under doctor's care the entire month and confined to bed for over a week. I have not been able to take care of the jobs as in the past and I have had to rely on Brother Casebolt to do a larger portion

of my work in connection with his own. However, at this time I am again back on the job and starting to gather up the loose ends.

I attended the meeting of the Utah Metal Trades Council last night and a Business Agents' meeting of the Building Trades Council this morning. The matter of Floyd Whitting again came up and I have arranged a meeting with the Council Committee to meet with him tomorrow. This is the only contractor that gives any great difficulty and at this time he has very little if any work and we will attempt to bring him into line at this time so that such future work as he may receive will be right before he starts.

The outlying territory is all shut down owing to the weather. The only large job at this time is the Utah Construction Company at Baccus, Utah, which is going along very nicely as far as the Engineers are concerned.

T. L. CLARK.

Daily report of construction

(Continued from Page 5)

March 2, 1945

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$3,100, for removal of sand from 40th and 43rd Aves. between Noriega and Ortega Sts.

MENLO PARK, Calif., contract awarded to L. C. Dunn, \$63,564, for construction of medical detachment housing, Dibble General Hospital.

March 5, 1945

SAN BRUNO, Calif., contract awarded to Stolte Inc., \$365,248, for const. homoja housing N. A. B. P. D.

OAKLAND, Calif., contract awarded to Monson Bros. for fire safing to bldgs. and various site improvements, Oakland.

TREASURE ISLAND, Calif., contract awarded to Martinelli Co., \$24,975 for extension of exist. transportation facils., N. T. D. C.

WATSONVILLE, Calif., contract awarded to Freedom Lbr. Co., \$8,985, for removing trees, A. A. S. Watsonville.

SAN FRANCISCO, Calif., contract awarded to H. H. Larsen Co., for const. frame office bldg. in courtyard of Federal Office Bldg.

OAKLAND, Calif., contract awarded \$113,305 for const. barracks for special const. battalion, N. S. D.

March 6, 1945

SAN MATEO, Calif., contract awarded to L. C. Smith, \$4,432, for paving and inst., a reinforced concrete culvert on the Alameda de las Pulgas, from Borel Ave. to 24th Ave., San Mateo.

FALLEN NEV., contract awarded to Dodge Const. Co., \$99,742, for construction of rocket facilities at N. A. A. S., Fallon, Nevada.

SAN FRANCISCO, Calif., contract awarded to Western Well Drilling Co., \$1,648 for drilling 12-in. well, Pleasanton, Calif.

SAN FRANCISCO, Calif., contract awarded to Robt. McCarthy, \$245,121, for const. gym. and swimming pool, Letterman General Hospital.

Sacramento area picking up as rainy season ends

By FRANK A. LAWRENCE
Business Representative

Sacramento—Weather conditions have improved considerably since our last report, and the work which was shut down has been resumed. We are happy to report that we have been able to remove a number of our boys from the "out of work" list.

The H. Earl Parker Company has just started some levee work at the Yolo by-pass, and they are still using several of our members on small jobs around Marysville.

H. W. Robertson of Sacramento was awarded the contract by the U. S. Engineer Office for the construction of WAC and Medical Detachment housing, paving and utilities at the De Witt General Hospital at Auburn, California. Work on this new job has begun, and J. R. Reeves and M. R. Carpenter are employing about eight of our members there at the present time.

Additional Crews On Camp Kohler job

Belyea Trucking Company continues in full swing at Camp Kohler, with several new crews having been added since our last report. Brother C. H. Covey continues his good work as steward, and Brother Jack Clark is equipment foreman there now; and from all reports, he's doing a grand job.

The G. I. Dumond Company are well under way with their government contract and several more members have been cleared to work there in the past month.

A. Teichert & Company continue their work at Mather and McClellan Fields, still using several of our boys.

A new job has been proposed providing for the construction of a three-million dollar Navy Broadcasting Station at Dixon, California. The contract is to be let in the very near future.

Preparatory work is under way for the construction of the Scott's Flat Dam, which is six miles east of Nevada City in Deer Creek Canyon. Engineer J. W. Scott, who was associated in construction of the Bowman Dam, is in charge. We expect to place men there as soon as the site has been cleared.

Work Started On Five Mile Canal

Work in the construction of a five mile canal in the vicinity of the Capay Dam has begun. Fred Kreider of Colusa has been awarded the contract, and efforts are now being made to organize the job.

Morrison-Knudsen are just about finished on their housing project job at Rio Vista and have several days work left on their levee job. Brother Lee Young is at Fairfield Airport now and may be there several more weeks.

Kiewitt, Johnson & Everist are all finished and just repairing equipment at Fairfield.

Underhill & Fisher, with Brother Ray Austin shifting, are still working as subcontractors with Moore & Roberts at Fairfield Airport.

Kole & Dowling are expected to obtain another government contract, and if this is obtained, it will be all AFL on agreement with Local No. 3.

Some time has been spent on the oil drilling companies at Rio Vista, and we may be able to report further on this in our next issue.

We are very sorry to report the death of one of our members, Brother Burr Francis, who was drowned at Isleton on February 27, 1945. Brother Francis was working on the Case Construction Company dredge at the time of his accident.

Brother Lawrence Theis, who had been on the sick list for some

time, is now back working on a dragline for Fisher Bros. at Thornton, Calif.

Service Members Report at Office

Brother Don C. Johnson, Reg. No. 285481, has just returned after sixteen months in the Aleutian Islands. Don states that he's mighty happy to be back in the old home town after being away so long, and we're glad to have him back.

Sgt. V. F. (Barney) Barnett was home on furlough recently and visited our office. Barney looks like Army life agrees with him, and we were very happy to have him call on us. He's now stationed at Muroc Airfield.

Brother Howard Graham, former member of Local No. 635, Honolulu, T.H., visited our office recently. He has been discharged from the Army and is now residing at Fair Oaks. States that he hopes to be able to go to work around these parts real soon.

FLASH! It's a baby boy for Mr. and Mrs. John Hartman, born January 31, named Michael Thomas. Congratulations to the happy parents. Brother Johnny is employed at Camp Kohler for Belyea Trucking Company.

We're glad to report that there are no new additions to our sick list this time, and we hope it continues that way.

REMINDER TO ALL OUR MEMBERS: The Marysville office will close at 5 p.m. from now on. It will no longer remain open on Friday evenings.

ATTENTION: The Sacramento office continues to remain open on **TUESDAY and FRIDAY NIGHTS** from 7 p.m. to 9 p.m. Remember, those of you who work late and can't make it to the office between 8 a.m. and 5 p.m., can take care of your Union business on these evenings. We shall be glad to help you obtain your gasoline, and tires. Also, you may pay dues, report working conditions and obtain information.

Following is a list of mail which is being held at this office because we do not have addresses for these men. Some of this mail consists of payroll checks; therefore, if your name is listed, please contact this office immediately so that we may turn it over to you.

George Clements, Doyle H. Colston, Allen Amer, Ralph G. Rogers, Jack Hill, Harold Hodge, Homer Hodges, Charles Justus, E. W. Roger, H. A. Sischo, Arthur Thomas.

Thomas N. Davis, Howard Simmons, Bill M. Brown, W. O. Cox, Guy Wayne Knowles, Hillery Lacey, M. A. Lanier, Paul Lee, E. E. Robinson, S. W. Stevens, Geo. H. Wortham Jr.

C. M. Conner, George Darabus, Roy Foreman, Stanley Gilbert, Lewis Luttges, Irving Morse, R. A. McBride, Glenn A. Palmer, Gene Sufficool, Joner Stuart.

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Inquiries invited on Mediterranean jobs

Paul Englander, attorney, 295 Madison Avenue, New York City, has invited inquiries of responsible contractors experienced in the construction of dams, railroads, highways, mills, power plants, warehouses, refrigeration plants and other concrete structures to be constructed in the Mediterranean Area.

According to Mr. Englander, the work is to be government financed and will be awarded on a negotiated basis.

Engineers and Teamsters sign

(Continued from Page 1)
cation of the agreement will be maintained. This is important.

Fraternally yours,
WM. E. MALONEY,
General President.

OPERATING OF DUAL-PURPOSE TRUCKS

SUPPLEMENT AGREEMENT BETWEEN THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

And the INTERNATIONAL UNION OF OPERATING ENGINEERS.

Miami, Florida, Feb. 7, 1945.

1.—Whereas, new developments in the use and types of dual-purpose trucks present questions of jurisdiction requiring clarifications between our two organizations, this agreement is drawn as a separate supplement in addition to existing agreements now being honored between us, and shall in no way restrict the decision previously rendered by the Building and Construction Trades Department dated October, 1939.

2.—It is agreed that: A dual-purpose truck shall mean that type of truck equipment having both hoisting facilities and a load-bearing surface thereon and utilized in combined hoisting and transporting operations.

3.—Whereas such dual-purpose truck is used exclusively in the transportation of material it comes under the jurisdiction of the Teamsters. Transportation means that the materials to be conveyed must rest upon the load bearing surface or floor of the truck and cannot be carried in suspension from a hook or similar attachment as found in "A" frame truck or cranes, except use of hook or chain for the purpose of supporting a load on the bed of the truck shall be allowed.

4.—Where such dual-purpose truck is used exclusively for hoisting, lowering and erecting material it shall come under the jurisdiction of the Operating Engineer. In such instance the moving of the dual-purpose truck from the yard to the site of the operation and the return thereof shall be under the jurisdiction of the Operating Engineer.

5.—Where such dual-purpose truck is used to hoist, lower, erect material and to transport loads thereon not on bed of truck but suspended from boom or hook, within the reasonable confines of yards, plants or projects, such operation comes within the jurisdiction of the Operating Engineer. If the confines of the yards, plants, and projects, however, are unreasonably large, then the hauling portion of such operation shall be deemed transportation and comes under the jurisdiction of the Teamster, and in such cases the Operating Engineer agrees to respect the jurisdiction of the Teamster over the hauling portion and the Teamster agrees to respect the jurisdiction of the Operating Engineer over the hoisting-lowering-erecting portion of the operation, and there shall be an insistence by both crafts that members of each Union be employed to do the work of the craft in question, necessitating the employment of both Operating Engineers and Teamsters under certain specific conditions.

6.—It is the purpose of this agreement to establish a period to work out the cooperative relationship between the Operating Engineers and the Teamsters wherein each will fully recognize the work of each craft. During this period the representatives in the field of the local unions shall continuously strive for the recognition of the jurisdiction of both crafts and shall refuse to permit the infringement of one craft by the other on the part of the employers. In the event representatives in the field of the local unions cannot work out settlements of disputes in the use of the equipment described herein, then the district representatives of both organizations shall attempt to settle such disputes and in the instances where the district representatives are unable to solve the difficulty such matters shall be referred to the International Presidents. During this period of adjustment there shall be no stoppage of work and the equipment shall continue to be operated by the craft involved until the settlement is arrived at.

7.—There shall be no system of permits by local unions permitting men to do the work of both crafts unless such system is specifically approved by the International Presidents of our organizations.

8.—Whenever the operation of equipment combines both hoisting and transporting work the jurisdiction of both crafts shall be respected and maintained and each party to this agreement agrees to employ his economic strength in support of the other so that the jurisdiction of both shall be maintained.

9.—Our respective committees shall be continued and shall confer at six month intervals during the life of this agreement unless otherwise instructed or dissolved by the General Presidents.

10.—A committee conference shall take place six months from the date hereof at a place and date decided by the General Presidents, at which conference a full review of the operation of this agreement shall be made and any further clarification recommended as deemed necessary by the conference.

11.—This contract shall run for six months from the date hereof and thereafter automatically renewed in successive six month periods unless either party give notice to the other of an intention not to renew at the end of the then current six month term.

Signed at Miami, Florida,

February 16, 1945

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

JOHN M. GILLISPIE,

DAVE BECK,

THOMAS E. FLYNN,

Committee.

INTERNATIONAL UNION OF OPERATING ENGINEERS

JOSEPH S. FAY,

O. W. CARTER,

FRANK CONVERSE,

Committee.

APPROVED

WM. E. MALONEY,

Gen. President, International Union of Operating Engineers.

APPROVED

DANIEL J. TOBIN,

Gen. President, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

Financial secretary urges members to keep dues paid under penalty of suspension

As you all know, any member of Local Union No. 3, who is ninety days in arrears in payment of dues is liable for suspension. All members are warned of imminent suspension by the receipt of two delinquency notices, unless they have neglected to keep this office posted of their change of address.

If you receive one notice, and you intend to make payment on your dues within the next week or ten days, it would be well for you to call the financial secretary, or drop him a card, so that you are not suspended when your payment is in the mail.

The reinstatement of suspended members as quoted from Section H in the Constitution is as follows: "A member who has been suspended under the provisions of this subdivision may be restored to membership in good standing and to his membership number only by making application on the form furnished by the General Secretary Treasurer, together with the payment of all dues, assessments and fines then in arrears, the reinstatement assessment and in addition an amount equal to three months' dues."

May we call to your attention that the reinstatement fee is \$20.00; the sick assessment \$1.00 and the death assessment \$5.00. Therefore, if you are suspended it is necessary for you to pay \$26.00 plus your back dues, and three months' dues in advance in order to be reinstated!

Check your dues cards, or your books, every month! Better to be paid two months in advance than be one month in arrears!

—T. M. BYNON.

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Doran reports Stockton jobs

(Continued from Page 3)
nex, Rough and Ready Island, near Stockton, California.

On February 7, 1945, the Wage Adjustment Board considered your joint application and noted that the rates for which approval was requested were considerably in excess of the prevailing rates in the Stockton area for the above named classifications. The Board also noted from evidence before it that the rates proposed in your joint application had not been agreed upon between the employees and the contractors in the Stockton area who would be affected by approval of your joint application.

It was, therefore, the decision of the Board to take no action on your application at this time but to suggest that the Operating Engineers Local No. 3 meet with the employers in the Stockton area for the purpose of negotiating rates in the above named classifications which may be submitted for the approval of this Board.

Addressing Mr. Mathews, will you kindly keep me advised of the progress of your negotiations with the employers in the Stockton area and indicate to me at your earliest opportunity whether or not the Board will be asked to approve a joint request by your Organization and such employers for an adjustment in the rates for the classifications herein involved.

Very truly yours,

ROBERT C. MOORE,

Executive Secretary.

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(S)TAIL MATE

A young girl called upon a young man and found him playing chess with his pet dog. She watched as the dog and the man pondered before moving the chessmen. "That's amazing. I could hardly believe my eyes. That's the smartest dog I've ever seen," she exclaimed.

"What's so smart about him?" replied the man. "I've beaten him three out of five games."

Nevada union backing bills

(Continued from Page 3)

roduced by Boad; reducing to two weeks instead of 30 days, the period of time for the publication of letting contracts to counties. To Judiciary Committee. Assembly No. 124, introduced by Englestead and Free; requiring persons obtaining hunting, fishing license to designate county in which they first plan to hunt and providing that in cases of alien and non-residents 50 per cent fee to go to issuing county and other 50 per cent to county designated as first in which hunting or fishing will be done. To Fish and Game Committee.

SENATE BILL No. 10, introduced by Labor Committee; increasing benefits under unemployment compensation act, and other changes. To Labor Committee. Senate Bill No. 37, introduced by Tognoni; amending laws relative to appeals from awards from workmen's compensation funds. To Committee on Labor. Senate Bill No. 41, introduced by Haight; amending act relating to classification of contractors. To Judiciary Committee. Senate Bill No. 63, Russell and Farnsdale; providing for compensation for occupational disease under terms of industrial insurance act. To Labor Committee. Senate Bill No. 73, introduced by Labor Committee; regulating the posting of notices of adjustment of wages. Senate Bill No. 74, introduced by Labor Committee; relating to hearings on applications for establishment of experience ratings under employment compensation act. To Labor Committee.

Since my last news letter we have had an open pit quarry open up at the north end of Pyramid lake. They are loading out old fish bones and sea shells to be used in the manufacture of fertilizer. Brother Wm. Brown is operating the skip loader for this company. They anticipate moving two shovels on this job in the near future and plan to load 80 cars a day.

The Flutrok Corporation is now in the manufacturing of insulating materials.

A joint meeting was held by Local Union No. 3 and Local Union No. 12 and Mr. Charles Hill, Secretary for the Nevada Chapter of the Associated General Contractors, pertaining to a state wide agreement on February 15 and 16. Brother Swanson and Brother Mathews, represented Local Union No. 3, and Brother Fitzgerald, Brother Evans and Brother Wilson, represented Local Union No. 12. A joint meeting will be held in Stockton, California, Mar. 5. We will also hold a meeting with the Associated General Contractors in Reno on Mar. 24th.

I made a trip to Tonopah, Nevada, on February 12 and Ely on the 13th, and visited with Brother Spence. As I expected everything was under control and he is doing a swell job.

Brother "Bud" Selover paid a visit to the Reno office recently on his 15-day furlough. He is a radio technician in the U. S. Army.

At this writing we have five and a half inches of snow and still snowing.

GIVE NOW—GIVE MORE TO YOUR AMERICAN RED CROSS.