



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, NO. 4

SAN FRANCISCO, CALIF.

JUNE 20, 1944

## Labor strong at polls

Organized labor's political action earned its spurs in the California primaries May 16 when it played a big role in mobilizing broad and substantial support behind President Roosevelt and pro-Roosevelt candidates for Congress and the State Legislature.

But organized labor also learned in the primaries of the size of the job that lay ahead and of the work that remains to be done before November 7 if the swing toward the President and his win-the-war program is to be solidified.

The May 16 primaries saw the election of 23 candidates and the nomination of an additional 33—a total of 56 of the 68 endorsed by labor for the Senate, House, State Senate and Assembly.

The primaries saw, too, a strong trend toward support of the Administration—a trend which had been revealed in earlier elections in Florida, Alabama, Ohio and in other sections of the country.

In San Francisco, Democratic voters in the 4th Congressional district rallied behind Franck Havenner to win the Democratic candidacy and to chalk up a substantial bloc of Republican votes against his defeatist opponent, Tom Rolph.

Havenner's Democratic vote was 28,933 to 23,609, while Rolph won the Republican nomination with 29,000 votes to 5,946 for Havenner. But Rolph's total vote was still 17,000 ahead of Havenner—which marked out the size of the job that has to be done between now and November 7.

Senator Sheridan Downey made an impressive showing in the race for the Senatorial nomination, rolling up a total of 343,873 votes to win the Democratic nomination and picking up 87,643 in the Republican race against Lt.-Gov. Frederick Houser. Houser's total in the Republican column was 215,350—more than 128,000 less than Downey's margin in the Democratic race. Houser's Democratic vote was roughly balanced by Downey's Republican vote.

In Los Angeles John M. Costello became the third member of the Dies committee to disappear from the November ballot, Joe Starnes having been defeated in Alabama and Dies himself having pulled out of the race.

## Court upholds secondary picket

LOS ANGELES. (FP)—In a decision aimed at California's hot cargo law, Superior Judge Emmett Wilson ruled here that peaceful picketing of any kind, whether primary or secondary, is a constitutional right which can not be

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## Engineers win NLRB election

By HARRY METZ  
Special Representative

**San Francisco**—In my last article I reported on the Shipbuilding Stabilization conference held at Portland, Oregon. The conference was recessed because of the Machinists situation in the Bay Area. All matters pertaining to the Ship Repair Agreement were held in abeyance until a conference to be called by Chairman Paul Porter will be held in Los Angeles this fall.

In regard to the request for a national A. F. of L. conference to consider an over-all wage increase, this meeting was asked by the War Labor Board by the Shipyard Stabilization Committee.

On May 22nd, the National Labor Relations Board conducted an election between the Mine, Mill & Smelter Workers, CIO and the International Union of Operating Engineers, at Gabbs Valley, Nevada. Brother John DeLagrange and myself were present during the election.

We are proud to state that the Engineers received all of the votes in their unit; with the complete jurisdiction over these industries in Nevada. Local No. 3's representatives will be kept busy organizing the plants in that area.

We have started organizing a new field and I will report to you in our next issue of the Local paper.

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## AFL awarded special citation

CLEVELAND. (FP)—The AFL's 6½ million members have been awarded a special citation by the American Red Cross for their co-operation during the 1944 Red Cross campaign, the Labor League for Human Rights, official relief arm of the AFL, announced here.

The citation, signed by Pres. Leon C. Fraser of the National War Fund and Pres. Norman H. Davis of the Red Cross, is one of only a limited number of such awards made this year.

## Swanson undergoes two more operations; plans visits to Utah, Nevada offices

By VICTOR S. SWANSON  
Local Union Manager

**San Francisco**—I shall make a very short report at this time, largely because much of my time during the last thirty days was spent in the hospital, where I had to undergo two operations, both of which were very successful! However, the activities in our Union are covered quite fully by the reports of the various Business Agents, and no great changes have taken place since our last Monthly News.

I am now spending some time in our office each day and hope, soon,

## INVASION! Labor pledges all-out support

NEW YORK (FP)—D-Day welded the American labor movement into a rededicated home-front army behind the great Allied army invading Europe.

Throughout the nation unions greeted the tremendous news with wires of fullest support to the commander-in-chief, President Roosevelt, with cables to General Dwight D. Eisenhower, with pledges to increase war production and to keep the no-strike pledge, placing victory above all else. In war plants and shipyards, on street corners and at public meetings everywhere, workers rallied in grave celebration of the long-awaited day of invasion.

In Washington, AFL President William Green issued a special "D Day message" carrying the renewed pledge to go all-out, working without interruption until victory is won.

Green's telegram to the Presidents of all national and international unions of the AFL said: "D-Day is here. From now on until Hitler is finally crushed every worker enrolled in the army of production must consider himself a part of the invasion forces of the U. S. and conduct himself accordingly.

"I call on you, in the name of the American boys who are risking their lives under enemy fire, to maintain uninterrupted production under any and all circumstances. Until victory is won every worker must give the same all-out service that our armed forces are giving on the field of battle."

## Organizing work moves ahead at Geneva plant

By H. L. "Curly" SPENCE  
Business Representative

**Provo**—In my last report in these pages I reported on the National Labor Relations Board hearing in Salt Lake City to determine the proper bargaining units at the Geneva Steel Plant. I reported that we had asked for an industrial unit at the Kiegley Quarry and a global (by trades) type of election at the main plant and that these matters would have to be determined by the National Board in Washington. At this writing we have not had any word from the National Board and none of us knows when the Board will rule upon this case.

In the meantime, we are not marking time. We are contacting the workers at both plants with every means at our command. Making personal contacts before and after working hours in the workers' homes and at the various meetings of the different unions.

I would like to take this means of again advising our membership that they don't have to join any other union to work at Geneva. Keep up your membership in the Engineers and if you are working under the jurisdiction of any other local you can transfer into that union without cost to you.

Outside help is gradually coming

in for the coming organizing drive. Brother A. B. Wadman has arrived; has found quarters and is looking the situation over. We know he is going to be a great help as we remember the fine work he did at Bingham Canyon.

Brother J. J. Harrington, a representative of the Blacksmiths' International, has been here for the past two weeks and has done good work among the blacksmiths. He is at present in Denver but is expected back soon.

Brother Irvan Carey of the AFL arrived recently to take Brother "Pedro Pete" Peterson's place who recently resigned and he has made a good impression on us all. As others are expected it is like we are going to be able to put on one bang-up campaign.

As far as the construction at the plant is concerned, all is quiet. Most of the wrinkles have been ironed out at the plant months ago and it only requires routine policing. During the last month there have been so Engineers laid off; however, there have not been many calls for men and these only for replacements for those who have quit.

The structural mill is rapidly nearing completion—in fact McGraw Company has laid off part of

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In New York unions laced the city with lunch hour street corner meetings—office workers in the financial district and Times Square, transport workers in the subways, union dressmakers and furriers in the clothing center, government workers at City Hall, seamen on the waterfront. Thousands of workers poured out of shops late in the afternoon as AFL and CIO unions rallied their members to parade with union banners to the mass city-wide services proclaimed by Mayor F. H. LaGuardia.

Hastily-painted signs dotted the mass turnout. Bright red letters said: "We're ready, FDR. Defeatists, beware! All Americans unite in the fight for final victory." Union bands played The Star Spangled Banner, Over There and Solidarity Forever.

Loudspeakers from union headquarters boomed latest invasion news all day long onto the city streets. Special union salesmen did a rush business in war bonds and workers pledged thousands of pints of blood.

In one plant the entire working force—300 girls—pledged to give blood in the union drive. Labor-management committees met in many shops to work out immediate plans for increasing production. In all unions, officers spent the day canvassing shops with order blanks for bonds and blood donations.

In Pittsburgh, the giant Westinghouse local of United Electrical Radio & Machine Workers (CIO), held a huge mass meeting where both management and labor repeated the no-strike pledge. In Schenectady, N. Y., UE production councils met in the General Electric plant to plan speeded war production. All during D-Day work was not stopped one minute for celebration in UE plants but organized cheering and singing flooded the shops while the unionists worked.

In Chicago 45,000 workers on the night shift learned the news only a few hours after the invasion flash through a Second Front extra of The Chicago UE News, rushed by truck to 60 war plants. "Hope of world has been realized. Shatter all production records!" headlines said.

The Chicago Federation of Labor

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to be in a position to visit our Utah and Nevada offices.

For the benefit of the so-called "old-timers," I am very grieved to announce the passing of our old, and true friend, Charles Shedden. He died June 1st, and was buried on June 8th in Greenlawn Cemetery, San Mateo. Charley passed his 80th birthday several months ago. Owing to failing health, he had retired from active work over ten years ago.

He came to San Francisco about forty years ago from Pittsburgh, Pa., where he had been a member of Local No. 66. He was a member

of old Local No. 59 for about 30 years and during all that time, he was always active in working for the welfare of the Engineers. He was a friend of every member.

He chose not to accept any office, but I can truthfully say that had he so wished, he could have had any office within the power of the Local Union to give. It was my great good fortune to have had him as my friend, and advisor, during all these years. I am greatly grieved at his passing, and I know he is mourned by all who knew him.

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## Conditions improving in Salt Lake, Ogden area, representatives report

By C. L. CASEBOLT, T. L. CLARK and SCOTT LEDINGHAM  
Business Representatives

**Salt Lake City**—We wish to report progress during the past month. Conditions are improving as fast as can be expected in the state.

On May 1st and 2nd the National Labor Relations Board held a hearing for an election at the Geneva Steel Plant. The case is now before the Board in Washington for their final decision and approval of the election.

All of the American Federation of Labor Unions stated their views as to the appropriate bargaining units but, before a biased CIO Board, anything can happen, so until we hear further we can not definitely state our position. However, all of the American Federation of Labor is united in this drive and there will be no disagreement in our ranks.

On instruction from our Business Manager, Victor S. Swanson, Brother Casebolt appeared with Brother Ostler and Brother Hibbard of Engineers' Local 353, to assist them in getting their agreement signed with the Utah Copper Company.

The Machinists, Electricians, Boilermakers and Blacksmiths were also represented collectively. We signed the first A. F. of L. agreement ever negotiated with this company.

As we reported in the last paper, we were in a dispute with the L. T. Johnson & Company, of Ogden, over wages. We are now happy to report full collection for our brothers.

Now back to the Carl E. Nelson Company case. Our picket, Brother H. L. Dykes was cited before the O.P.A. for alleged illegal use of gasoline. The question is: Can a Union representative use gas for picket duty or not? This yet is to be decided. We filed our brief through our attorney, Samuel J. Carter, and if we do not get a favorable decision the case will go to the Metal Trades Department of the A. F. of L., who will fight it further in Washington.

Work is quiet in the Ogden area, but not dead by any means. Gibbons & Reed were low bidders on a \$470,000 paving job at Clearfield Naval Depot. L. G. Johnson is supposed to supply the aggregate for the project. Wheller & Tempest will do the utilities for the general construction.

By all reports the large job at Clearfield will break in the very near future.

We are having difficulty with Morrison-Knudson Company. This company has various jobs scattered over this state and Wyoming, and it looks like it is going to take just a little direct action to straighten them out.

Olaf Nelson has two jobs. One building a state road at Plain City. The other tearing up street car tracks in Logan. About 12 per cent of our brothers on the job and doing all right.

Waterfall Company are doing a few small jobs around Ogden and going along fine. Wheelwright Company are in about the same position. Harry E. Lee has a few of our members at Layton. Keiwit & Company are about through at Clearfield. Young & Smith have a crew at Hill Field.

Olsen & Company have a new job installing heating plant at Hill Field. Jacobsen Construction commenced work on the Power Plant for Union Pacific Railroad in Salt Lake City.

There are several housing projects in Salt Lake City, going along okay, also have another unit to start building 240 new brick homes. Hunt & Frandsen are going along okay at Wendover. Russell Olsen is

doing part of their work. Ace Thorn is making good progress on the Tooele Road job.

Carl E. Nelson & Company are progressing as fast as the weather will permit. Hebe Glen & Jim Sumsen are moving to Dugway for an oiling job.

Down at Cedar City everything is going along okay, with a new steam powerhouse coming up for construction in the next month. The Price district is moving along fairly well.

The Dike job of the Utah Construction Company has a large crew of our members working. They also have two shifts of Engineers working at Bingham Canyon Mine, as well as several scattered railroad jobs.

We wish to remind all of our Brother members that our regular meeting night is the second Saturday night of each month. Special meetings will be held wherever conditions warrant them in Utah.

There has been a change of American Federation of Labor Representatives in Utah. Brother A. H. Petersen has resigned to take a position with the Labor League for Human Rights. We wish at this time to thank Brother Petersen for his untiring efforts in behalf of organized labor and extend our best wishes for success in his new position.

President Green has assigned Brother Irvan Cary, to this territory. Brother Cary has arrived here and after meeting him, there is no question as to the good judgment of President Frey of the Metal Trades Department and President Green of the A. F. of L.

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## Senate body exposes laws on picketing

WASHINGTON (FP) — A hint that there is a link between the frequently exposed anti-union employer activities in California with recent laws restricting labor's rights in the southern and western states is contained in a report filed with the U. S. Senate, June 6, by the LaFollette committee.

The new report covered the origin and promotion of recent legislation in California limiting labor's civil rights. It exposes an organized drive on the part of employer associations within the state which are hostile to collective bargaining, to impose such laws and local ordinances.

To demonstrate the national danger, the report said:

"The committee has not been able to inquire into the origin and sponsorship of recent attempts to enact legislation restricting labor's rights, particularly in southern and western states, which occurred after the close of the committee's final field investigation in 1940. Their similarity of provision and the severity of their impact on labor's rights suggest widespread organized anti-union employer activity of the California variety."

An analysis of the county anti-picketing ordinances of California from 1934-1937 is carried in the report, which charges these ordinances "may be as effective in depriving labor of its constitutional rights as the use of vigilantism, labor spies, tear gas bombs, criminal strike guards, or any of the more patently reprehensible oppressive practices which have been the subject of the committee's various reports."

## Swanson pays tribute to Local 3 old-timer

(Continued from Page 1)

As a fitting tribute to his memory, I wish to submit the following well-known poem written by Leigh Hunt:

ABOU BEN ADHEM

ABOU BEN ADHEM (may his tribe increase!)  
Awoke one night from a deep dream of peace,  
And saw, within the moonlight in his room,  
Making it rich, and like a lily in bloom,  
An Angel writing in a book of gold:  
Exceeding peace had made Ben Adhem bold,  
And to the Presence in the room he said,  
"What writest thou?" The Vision raised its head,

And with a look made of all sweet accord  
Answered, "The names of those who love the Lord."  
"And is mine one?" said Abou. "Nay, not so,"  
Replied the Angel. Abou spoke more low,  
But cheerily still, and said, "I pray thee, then,  
Write me as one that loves his fellow-men."

The Angel wrote, and vanished. The next night  
It came again with a great wakening light,  
And showed the names whom love of God had blessed:  
And lo! Ben Adhem's name led all the rest!

—Leigh Hunt.

## Foss reports all members in San Rafael area busy

By H. O. FOSS  
Business Representative

**San Rafael**—A. G. Raish resurfacing Waldo Approach to the Golden Gate Bridge. Louis Biasotti finished on resurfacing same vicinity. Hutchinson Quarries, Greenbrae are busy as usual with local material, rip-rap up river and supplying hot-stuff locally.

Teicher & Son buttoned up on their contract at Hamilton Field. Charles Harney was awarded a good job at Hamilton Field and is starting with Vern Hestro as Superintendent, and Brother Al Kingwell, Assistant Superintendent to Tiegert, is now working with Harney. Union Paving Company shouldering and paving on Cotati Airport, should be finished in 30 days.

A. H. Ruoff sawmill at Lagunitas is keeping a steady crew of three members working. The local contractors are keeping out of mischief. Brother H. C. Phillips, we understand, is co-owner of Marin

## Labor set to back up invasion

(Continued from Page 1)

said: "Our hearts and souls and bodies are all with those boys over there. May they be in Berlin soon and we'll see they get everything they need to get there. Then on to Tokio." Loudspeakers at the great Chicago war plants—International Harvester, Dodge, Buick, Douglas Aircraft, Amertorp—kept workers constantly informed of invasion developments.

In Detroit the men who made the bombers and fighters, tanks and trucks now raining destruction on the Nazis greeted the invasion with solemn promises to back the attack until the end.

"Now that the great assault has started nothing else counts," President Frank X. Martel of Detroit & Wayne County Federation of Labor told FP. "Everyone in America must devote his full energies to backing up the armed forces. There must be no interruptions with anything pertaining to the war effort. Private quarrels that would so interfere must be laid on the shelf."

Brothers, I am in the market for an 8 m.m. Movie Camera, Eastman Magazine Loader with F1-9 Lens, and either a Revere or Bell & Howe Projector. If you can get a line on one contact me at the San Francisco Office.—Patrick Clancy.

## Organizing speeds up at Geneva

(Continued from Page 1)

the millwrights and this may lead to some reductions in the next month. American Bridge has about the same skeleton crew and may be calling for more men as they have some additional work coming up.

Midwest Piping and Supply Company is still maintaining a skeleton crew. U.P.M.'s paving work at the plant has been slowed down somewhat by the unprecedented rainy weather we have been enjoying (?).

I have spent considerable time on organizational work on the Kiegley Quarry. This quarry, which lies about thirty miles south of Provo, supplies the lime and dolomite for the Geneva Plant. Work among the workers of this plant is somewhat slow because we have to contact them at their homes after working hours and most of them live in widely separated areas. Most of them have small farms which makes it hard to get them to meetings and this is why we have to contact them at home.

If we can judge by surface indications, we are making good progress, however, we are trying to keep from being too optimistic as the election will decide and we don't want to lose because we became overly optimistic.

In my last report, I mentioned the Carl B. Warren Company and that we were having a little trouble getting them signed to an agreement because of the phraseology of their contract with the Bureau of Reclamation. I am happy to report to you that Brother C. R. Van Winkle, Labor Coordinator, and a member of Local Union 3, reports that this difficulty is overcome and the company has signed a building trades council agreement.

Young and Smith, who had a pipe line job in Provo Canyon, have moved out because of high water in the Provo river. J. B. and R. E. Walker, who have a contract with the Bureau of Reclamation to increase the size and flow of the Provo canal, have not started as yet due to difficulties in obtaining priorities for lumber. This company is under agreement in the Ogden area and the Labor Coordinator reports he expects no difficulties with them in this area. Several of our members are at present employed by them.

The Ryberg, Strong and Grant road job has been slowed down by the aforementioned rain. A little difficulty is being had with this company over the interpretation of two-shift work which, at this writing, has not been settled.

While it is anticipated that there will be some increase in employment in this area as soon as the weather clears, our members are again advised to contact the Provo or Salt Lake City office before coming into this area to ascertain whether there are any vacancies open.

## ENGINEERS' NEWS

Formerly Monthly News Letter  
published each month by  
**LOCAL UNION No. 3**

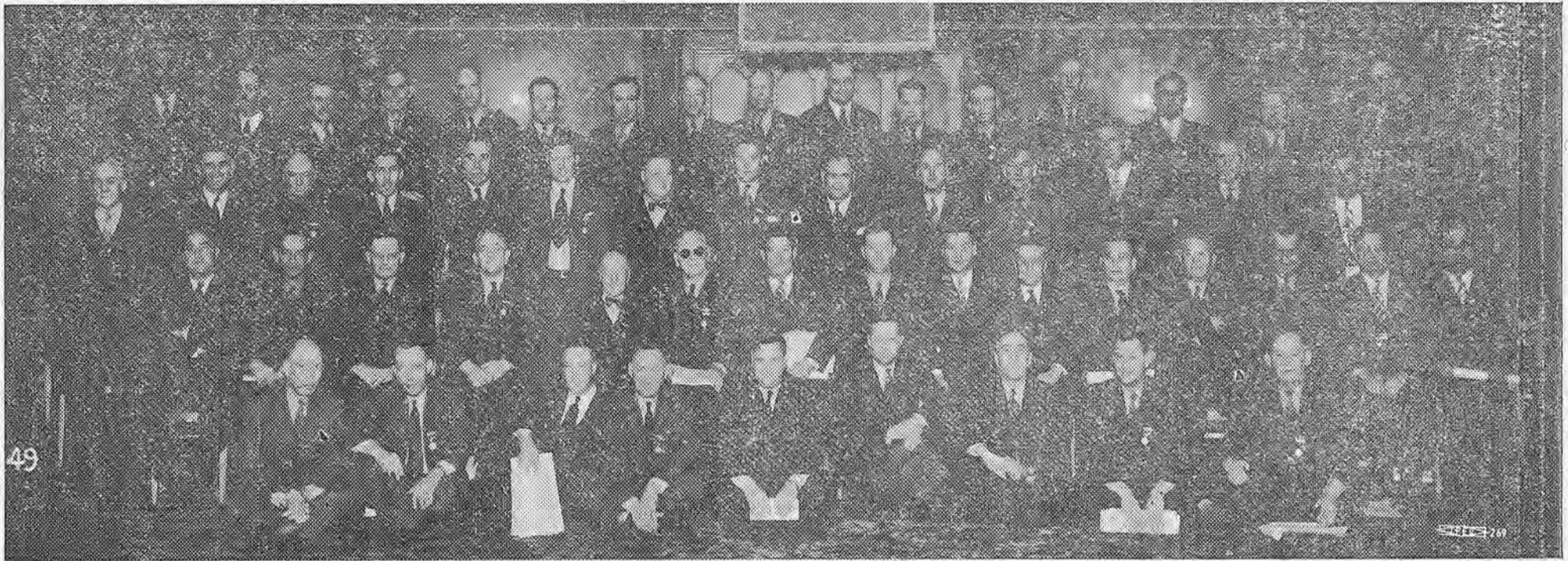
of the

**International Union of Operating Engineers**  
Northern California, Northern Nevada  
State of Utah

Subscription price: \$2.50 per year  
Office: 1161 Market Street  
San Francisco, California

Entered as Second Class Matter September 9, 1943, at the Postoffice of San Francisco, California, under the Act of August 24, 1912.

# Local 3 delegates shown at IUOE convention



Here are the delegates from the Walsh, Local No. 9; Earl Palmer, Local No. 612; H. A. Clarke, Local No. 302; C. R. Owen, Local No. 87; I. W. Eggiman, Local No. Chicago. An asterisk (\*) indicates the name of delegate is unknown. Back row, left to right: T. C. Menard, Local No. 428; Claude Fitch, Local No. 64; Charles A. Evans, Local No. 12; \*; \*; \*; 235; \*; Arthur Rossman, Local No. 9; Edcal No. 370; Fred Radomske, Local No. 285; P. E. Vandewark, Local No. 3; Henry H. Herbolsheimer, Local No. 1; James Royce, Local No. 12; M. G. Murphy, Local No. 3; Ed Doran, Local No. 3; C. F. Mathews, Local No. 3; L. O. Wilson, Local No. 12; Frank L. Bush, Local No. 12; T. R. Lawson, Local No. 12. Second row, left to right: Walter W. Mahaffey, Local No. 235; F. A. Lawrence, Local No. 3; E. A. Hester, Local No. 3; F. W. Griffith, Local No. 701; Thomas Roberts, Local No. 507; Victor S. Swanson, Local No. 3; William Maloney, Local No. 150; Patrick Clancy, Local No. 3; Harry Metz, Local No. 3; D. T. E. Meyers, Local No. 63; O. W. Carter, Local No. 87; Dave Stalker, Local No. 370; Alton Clem, Local No. 3; Charles C. King, Local No. 63; P. A. Judd, Local No. 12. Sitting, left to right: L. E. Egan, Local No. 701; G. L. Wesling, Local No. 701; \*; Paul Mathis, Local No. 235; Bert Swain, Local No. 843; Jack McDonald, Local No. 302; H. O. Foss, Local No. 3; W. A. Gray, Local No. 428; I. C. Lane, Local No. 428.

## Work on Friant Canal to start in six weeks

By WM. C. WAACK  
Business Representative  
Fresno—Excavation for the 169-mile Friant Kern Canal will begin in about six weeks. Approval has been given for the work, which is estimated will take about 14 months to complete, by the War Production Board.

The irrigation conduit will bring water to now arid lands from the Friant Dam out of Fresno to within eight miles of Bakersfield, when it is completed. This project, which is by far the largest job to hit this area in a long time, is estimated to run in the neighborhood of twenty-two million dollars.

A great majority of this work will come directly under the operation of our Union. The canal will be 48 feet wide at the bottom. Much of the dirt moving will be done by cats but there is also a lot of rock so we expect the shovels to get a considerable work out as well.

San Francisco Bridge Co. has officially notified this office that its dredge, the "Beaver," has wound up dredging operation on Tulare Lake. Cliff London, the super, left for S. F. on the seventh and Walter Leutholtz, the skipper, is going to hold her down until something breaks, which will be about the first of July.

The "Pronto" and the "Alamitos" find themselves in the same position. If and when these rigs start up, some one is going to be in a bind for help. The farmers will have to raise the ante in this district for we expect to have over 200 men on this work.

Harms and Larsen finished on their Madera end of the Canal. Parker has about 10 days more to go.

Brown, Doko and Baun, members of the L. A. contracting fraternity, moved into the Fresno district. They made a tiein with Valley Paving. They brought some 12 men in with them, but under the terms of our agreement with 12 this arrangement must be tolerated. We know that we get a shaking up when we get south but his is a deal—1 man to a rig, no more.

Bill Railing got himself a \$110,300 job repairing 11 miles of highway between Los Banos and Newman. Howard Addington is one of

the blade operators on this job. Frank Marks is setting up a hot plant 4 miles out of Los Banos to service this project.

M. J. Ruddy & Son, Modesto contractors, came down to Madera County for a \$125,000 road job. Paul Moore, well known to many of our valley operators, is superintendent of the job. They are setting up their hot plant at LeGrande.

Teichert & Sons have set up quite a plant on the Madera job (\$457,000). Harry Rotruck is excavation superintendent. This section of Teichert's is 14 miles long and is a real project. Cats are moving the dirt (and dust) but some solid rock bumps have to be well shattered before they can be moved. They have some good skimmers on this job and their progress chart is right on schedule.

Local No. 3 is very much interested in the oil fields in this area: Coalinga, Kettleman City and the rest of the area engaged in the drilling and prospecting of oil should keep the local business agent advised. We have quite a few members in that area and with their help we can organize these workers. Come to the next meeting, you boys in the oil fields, and let's talk.

We had a fine meeting in Fresno on the 25th of May. I was proud of the response that our local men gave. Some came a long way, Coalinga, Friant, Madera, all were here. We closed at about 10 p.m. Attendance of this nature boosts the spirits of the B.A. and it's a big help. I appreciate your attendance. Come again—same time, same place on June 22nd.

Our good brother, Charlie Steele, is vacationing at Hanford. I dropped in on the sixth and Charlie tells me he's going to spend the summer in the Valley. After San Jose and with Piazza & Huntley out of this district, he thinks he'll like it.

Don't forget the next meeting—1035 Broadway, Fresno.

There is mail in the office for Bob Whitten and Tom Bean.

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Wool that doesn't tickle is invented by Australian scientists. They treat wool with pawpaw juice, which takes the itch out of it.

## Law committee



Law Committee (reading left to right): Patrick Clancy, President, Local No. 3, San Francisco; James D. Dohney, Stationary Local No. 143, Chicago; F. P. Converse, 7th Vice-President and Business Manager of Local No. 18, Cleveland, Ohio; William Thomas, General Council for the I.U.O.E. and Legal Advisor to the Committee; W. J.

Blanke, Stationary Local No. 226, New Orleans; Thomas J. Roberts, Business Representative, Local No. 507, Oakland; Ed Walsh, Business Representative, Local No. 9, Denver.

The Law Committee was appointed by the General President. This Committee convened a week prior to the Convention. All reso-

lutions submitted to the Convention changing or amending the International Constitution were acted on and recommendations on same were made to the Convention. This Committee was the most important committee of the Convention, inasmuch as it had to pass on any and all changes of the International Constitution.

## Resolutions committee



The RESOLUTIONS COMMITTEE passed upon all resolutions dealing with the good and welfare of the International Union, and was composed of the following 66 members: Seated, left to right: L. J. Nolan, Local No. 20, Cincinnati, Ohio; P. E. Vandewark, Local No. 3, San Francisco, California; Hunter P. Wharton, Local No. 66, Pittsburgh, Pa.; Joseph J. De-

L. J. Nolan, Local No. 15, New York, N.Y.; H. H. Herbolsheimer, Local No. 1, Denver, Colo.; Frank G. Daly, Local No. 30, New York, N.Y.; Marsh Whaling, Local No. 139, Milwaukee, Wisconsin.

# Labor pledges all-out support to invasion

In special statements to Federated Press and in wires and cables to President Roosevelt, Prime Minister Churchill and General Dwight D. Eisenhower, labor leaders pledged all-out support to the invasion of Europe:

"Labor and capital should do everything humanly possible, making any sacrifice within reason, to be helpful to our government and to back up our armed forces during the invasion," President Daniel J. Tobin of International Brotherhood of Teamsters (AFL) wired FP. "Decisions of governmental boards should be awaited and governmental boards should speed up decisions on cases pending. Decisions of governmental boards should be observed, whether satisfactory or unsatisfactory to labor or employers until the unconditional surrender of the enemy nations."

\* \* \*

"We are all praying and hoping," President Max Zaritsky of United Hatters Cap & Millinery Workers International Union (AFL) told FP. "This is the hour of liberation for the enslaved people of Europe. Labor in America has done everything in its power to help our armed forces prepare for this moment. We have produced at top speed in the past and will make even greater efforts in the days to come."

\* \* \*

President A. F. Whitney of Brotherhood of Railroad Trainmen (unaffiliated) said in a special message to FP:

"Invasion of western Europe by Allied forces under the command of General Eisenhower spells the beginning of the end for Hitlerism. The members of the Brotherhood of Railroad Trainmen will back the attack with every ounce of energy. We will keep 'em rolling."

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HOLLYWOOD (FP)—At a D-Day conference of film studio unions, 8,000 AFL members wired President Roosevelt: "We as Americans are proud to be among the peoples united for a free world.

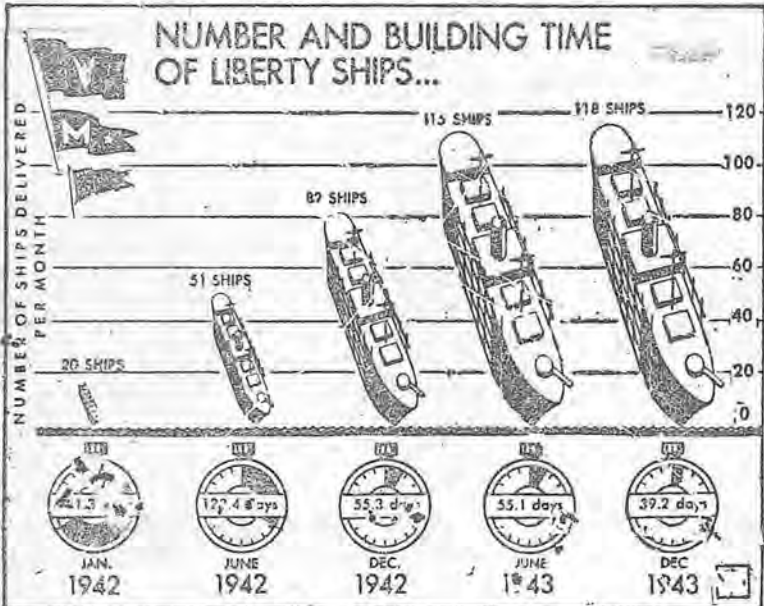
"We will contribute every dollar we can spare for the purchase of bonds. We will give our blood to save the lives of those men and women making the greatest of all contributions on the battlefields. We are behind you as our Commander-in-Chief."

As soon as news of the invasion flashed over the wires, the Screen Writers Guild (unaffiliated) called on all Hollywood film studio heads to hold immediate bond and blood donation rallies for their workers.

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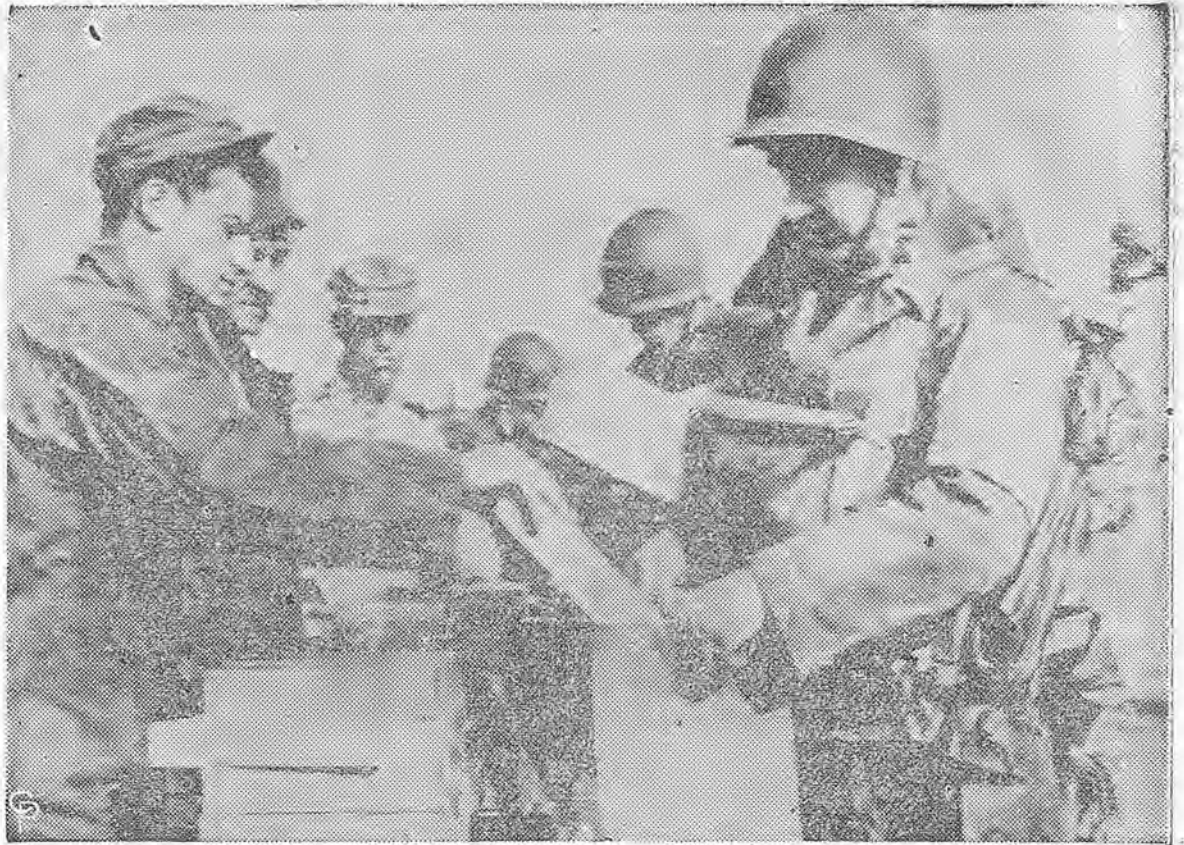
SAN FRANCISCO (FP)—"We have been looking forward to this moment for a long time," Secretary C. J. Haggerty of the California Federation of Labor said on D-Day. "Labor is confident the boys will put over the job."

"We will throw all our strength as never before into support of this final drive against Hitler," President James Thimmes of the California CIO Council told FP. "We are confident the material we have produced will enable our fellow workers at the front to do the job."



Here's a chart that graphically illustrates how American workers played their vital role in the invasion that's now underway. This chart, prepared by Ships Magazine, illustrates how American shipyards answered the challenge, speeding up the complete building time of Liberty ships from 241.3 days in January, 1942 to 39.2 days by the end of 1943. (Federated Pictures.) And shown below is a suggestion of still another way.

## A LANDING PARTY YOU CAN JOIN



YANKS DRAW INVASION RATIONS BEFORE SHOVING OFF—Just before taking their places in landing craft that carried them to Hitler-held Europe, U. S. soldiers draw the field rations that will sustain them until supply lines begin to function on the beachheads they establish. (U. S. Signal Corps radiophoto via Federated Press.)



H-HOUR ON D-DAY—Embarking on the greatest military venture in history, American troops at an English port climb aboard the shallow landing craft that took them across the Channel to invade the French coast. (U. S. Signal Corps radiophoto via Federated Pictures.)



FIRST PICTURE OF YANKS STARTING FOR INVASION COAST—This is the first photograph to reach the U. S. of American troops ready to hit the beach at one of the numerous landing places on the French Coast. (U. S. Signal Corps radiophoto via Federated Pictures.)

# Oakland office reports on members and jobs

By Al Clem, T. D. Bryson and Joe Walthers, Business Representatives

## From the men in service

Brother Tom Pugmire, who is now a 2nd Class Petty Officer in the U. S. Navy, dropped in the office recently for a visit. Tom is in the Navy Ship Repair and has just completed his five weeks training in Farragut, Idaho.

Mail has been received from

Brother Joe Duncan MW 2/c who is now somewhere in England.

A letter was recently received from Brother Lt. Geo. Critzer who is stationed at Camp Cooke, California. Brother Critzer is with an Engineers Combat Group in the Army Engineers, and has just recently been transferred here from Washington, D. C. Says it is good to be back in California.

Brother Private Stanley Sipes was a recent visitor in the Oakland office, while enjoying a 7-day leave from his station at Camp Pendleton, Oceanside, California. Stanley is in an Engineer Battalion with the U. S. Marines. He reports he was very fortunate in getting a brand new 25 north west shovel to operate.

Brother Staff Sgt. Hugh Dougherty, who has been confined to the General Hospital in Clinton, Iowa, for several months with a broken leg, sustained while building an Air Port in Illinois, has now been transferred to Dibble General Hospital at Menlo Park, California. Hugh paid us a visit recently. We were glad to hear of his trans-

fer, as his home is here in Oakland.

Brother Tom Bryson reports that he has received word from his son, Brother T. D. Bryson, who is stationed with the Marines in the South Pacific, and that he is now resting up after being in active duty for some time.

## From the various jobs

Lee Emmel has approximately six engineers doing the street work on the M. Russo job in Richmond.

DeVilbiss Company is quite busy on their job in Albany. We have approximately 12 members on the job at the present time.

N. Circosta Iron & Metal Company is taking over a scrap yard in Berkeley. Brother J. E. Moore Jr. is the foreman on the job, and Brother Don Murphy is an operator.

Page Brothers moved in from Stockton and have completed a railroad job on the Santa Fe Rail-

road at Knightsen, California. Seven members of the Engineers were employed on the job.

Pacific Pipe & Construction Company, who has done considerable work in this area for the past few years, is starting a 40-mile gas pipe line job for the Pacific Gas & Electric Company. This job covers the territory between Brentwood Junction and Milpitas. The job will last approximately 100 days.

Johnson, Drake & Piper are very busy on their job at the Oakland Airport. They have also started widening the runway on their Airport job at Concord. There are ap-

proximately seven operators employed on the job at the present time. Brother Boyd Cable is acting as foreman.

Russell Olson Company, who have been doing the street and excavating work at Camp Parks for the past 14 months, were awarded the street and excavating work for the Farnell Blair Company on their new addition for the Base at Camp Shoemaker. Brother Don Bristow is acting as foreman on the job. Percy Jillum is superintendent.

The majority of the construction work in Richmond Yard II has come to a close. It is anticipated

that there will be considerable more work, but we have nothing authentic at the present time.

Bechtel, McCone and Parsons job at Standard Oil, Richmond, is progressing with a minimum amount of beefs. This is the largest construction job we have in this area at the present time.

Fredrickson & Watson are doing the excavating on the McDonald ad Kahn job at Camp Parks. The major portion of the excavating has been finished at this writing.

Fredrickson & Watson are also busy on their job at Port Chicago hauling import making a fill as

an extension to the Ammunition Depot. Brother Thomas Plumb is master mechanic on the job.

Bohannon & Chamberlain has finished the major portion of their excavating on their job at San Lorenzo. Several cat skimmers on the job have been laid off.

Macco Construction Company has six Engineers employed on their pile driving job at Port Chicago at the present time.

Stolte Company is busy on its job at the Alameda Naval Air Station. Brother Stanley Pacheco is job steward and Brother H. P. Gwin is foreman.

## A personal note or two

Brother Ed Bowles, crane operator at Moore Drydock Company, East Yard, reports that his young son tripped and fell, breaking his leg between the knee and hip. The young boy will be confined to the hospital for approximately seven weeks.

Word has been received from Brother Harry Bonds, who is employed by Bechtel, McCone & Parsons in Arabia. Brother Bonds reports the weather is getting pretty warm over there. They are working a 10-hour day.

Brother Pvt. Rex Perry, who was formerly employed as a crane operator at Moore Dry Dock Company before entering the service, was a recent visitor in the office. Brother Perry has just finished his training at Camp Abbott, Oregon, and is home on a few days leave.

Brother Bill Maas, crane operator at Moore Dry Dock Company, east yard, cleared out of the yard June 3 and will spend a two weeks vacation before entering the Army.

Brother Maas was presented with a complete shaving gift set by his fellow brother operators and oilers in the yard. Lots of luck to Brother Maas!

For some reason Ship Repair Work in all the yards on the Oakland Estuary has slowed up to such an extent that our members seem to just be standing by waiting for something to happen. So far, there has been very few layoffs, but there is an uneasy feeling among the workers at all the repair yards.

Brother Sam Moore is taking a two weeks vacation from his job with the Peerless Iron Works. Sam says that he is operating one of the real old-timers, a 20-B Bucyrus, which was in active service during World War I. This is one of the Old Harry Hauser Machines that some one of our old-timers will remember.

Frederickson & Watson Company is starting a yard on the Estuary near High Street, Oak-

land, to manufacture concrete piles. They will have a couple of cranes on the job when they get started.

Our sick committee chairman, Brother Jack Lloyd, gives the following report for the month: Brother Grover Chamberlain, who has been very ill at his home with pneumonia, is once again back on the job at Pacific Bridge.

We are glad to report that Brother J. Johnson, who is at the Merritt Hospital, was able to be up in a wheel chair Saturday, June 3, for the first time. However, we understand he will be confined to the hospital for some time yet.

Brother Lonnie Thompson is slowly progressing on the road to recovery, but will not be released from the hospital before November.

Brother Fred Meyers has been released from the Richmond Hospital, but will be confined to his

home at 2634 Chanslor Avenue, Richmond, until approximately the 1st of July.

Brother Lloyd states that all of these confined brothers spoke of how they wished the fellow brothers would call on them. We are sure we all could take a few minutes of our time and do our part in helping time to go a little faster for them. It will only take a little of our time and means so much to them!

We recently had two new stewards elected in Yard I, Richmond. Brother R. G. Knaggs is the new swing shift steward and Brother J. M. Johnston is the new steward on day shift.

We regret to report the death of Brother Harry Threde who passed away the latter part of May. Brother Threde was well known, having been a member for several years.

Funeral services were conducted by Hull & Sons in Berkeley.

Brother Harry Ingraham, one of our old-timers, is on the sick list, spending a few days in the Permanente Hospital. We are glad to report that Brother Ingraham

is improving very nicely.

Brother Claude Pitt had the misfortune to break his hand while employed on the job for O. C. Jones Company.

Brother Grover Chamberlain is confined to his home with pneumonia. We are sure all the brothers join us in wishing him a steady recovery.

The family of Brother Otto Bortfeld, who is employed at Bechtel, McCone and Parsons job at Point Richmond, is well represented in the armed services. One son is in the Army and three sons are in the Merchant Marine.

Good luck is extended to the following members who have been working out of this office who left the past month to serve their country: Robert L. Jones, Army; James E. Basham, Marines; Harold Hunt, Army; Jack Studebaker, Army; Clarence J. Daigh, Navy; L. M. Vickers, Army; James Lewright, Army; Frank Cain, Merchant Marine; R. E. Lyon, Army; Joseph L. Garrigan, Navy; J. P. Murray, U. S. Navy Reserve; Leo W. Harrison, Army; A. E. Preston, Navy.

## Two shifts now at Kimberly

By JOHN B. DeLAGRANGE  
Business Representative

Reno—Isbell Construction Company is moving all "cats" back on its stripping and mining job at Kimberly, Nevada, and two shifts are now in operation. The company received the "go ahead" signal to produce as much copper ore as possible. Isbell Construction Company was also low bidder on resurfacing highway 40 from the State line to Reno, this consists of seven thousand tons of hot plant mix and is now laying hot plant mix on the Spark's housing project.

Nevada Rock and Sand has moved two more cats on its gold stripping and mining job at Virginia City. The company anticipates moving one shovel off this project.

The Andicott Copper Co. is anticipating building a large mill at Yerington, Nevada, to crush and treat copper ores.

I attended the meeting of the Central Trades Council at Gabb's

Valley Thursday, June 1st, several of our brothers were present. We are having a meeting for all Engineers at the B.M.I. dormitory Tuesday, June 6th.

The Carl E. Nelson Company highway contract is coming along very nicely. We now have 32 brothers working on this job. Brother W. L. Tomberlin is steward on this job.

E. B. Bishop has moved his hot plant at Alturas, California, where he has a resurfacing highway contract. He has about completed all his work at Honey Lake.

Russell Olsen has about 10 days more on the streets and roads for the J. I. Barnes housing project at Herlong.

The Red River Lumber Company will not complete its "flume job" which was being built by David A. Richardson Construction Company. They anticipate completing the railroad extension at Camp Bunyon with a company crew. Winston Brothers was build-

ing this railroad extension last summer.

The C.A.A. Airport extension, reported in the Engineers News of May 18, will be at Battle Mountain and not at Lovelock, Nevada. That was an error on my part. I received a letter from the Honorable Pat McCarran, informing me that he is trying to get the extension through for this summer.

Kruly and Vanvalkinburg are now laying the pipe line from Reno to the Reno Army Air Base. We have four brothers now on this job.

Brother Austin B. Wadman left Reno the 31st of May for Provo, Utah, to assist Brother Casebolt, Brother Spence and Brother Clark on the organizing of the Geneva Steel Plant.

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There is the great man who makes every man feel small, but the real great man is the man who makes every man feel great.—  
GILBERT K. CHESTERTON.

## This is important

By T. M. BYNON  
Financial Secretary

The loss of membership through suspension is far greater than the combined loss sustained by men entering the service, leaving the trade on withdrawal card, or transferring to other locals.

Every consideration is given to a member whose dues are delinquent. Two notices are sent before the fourth month of delinquency when the member is suspended. These notices are a warning that you will be suspended unless you contact the San Francisco Office, 1161 Market Street, by mail or telephone, to give an adequate excuse for non-payment of dues.

Every member who pays his dues should rebel against working with a member who is delinquent. The Constitution does not allow us to suspend a member until the fourth month of delinquency, but the Local Union pays per capita tax on each member until the date of suspension. Your dues pay the per capita tax—so why should the fellows that pay their way take care of the boys that won't do their share. Help us to give you the benefit of every cent you pay for dues by not tolerating delinquent brothers.

Pay dues promptly and don't wait until you are notified.

## Permanente plant output of magnesium, cement important to war effort

By WM. A. SPEERS  
Business Representative

**San Jose**—Permanente, one of the Henry J. Kaiser plants, located in the hills west of Los Altos, is just another one of the industrial contributions to the war effort.

Its basic products are magnesium, cement and ferrosilicon. In addition to these, there has been developed by the Research Department of the company a material used in the manufacture of incendiary bombs that has proved more effective than any used for this purpose.

In the early days of the war, we were instructed in the manner of smothering, and removing incendiary bombs from buildings. These instructions would be worthless in dealing with bombs made of this improved product.

Instead of the bomb burning until removed, these new type bombs explode and spatter the burning paste-like material throughout the entire space where it landed. Berlin already knows, and it won't be long now, before Tokio will also know the effect.

Permanente cement is produced in carload and shipload quantities and shipped to all parts of the west coast and the Pacific, where it is needed for the construction of buildings, dams, highways, fortifications, airfield runways and all operations essential to the war effort.

The rock from which it is made is quarried from the hills surrounding the plant. An interesting feature of this operation is that the rock is not hauled by truck to the cement plant, but rather, is conveyed on miles of endless belts, stretching from the quarries, across canyons and through tunnels, when it finally arrives at the rock pile, preparatory to being converted into cement.

Ferrosilicon is the combination of silica rock, coke and iron shavings, all fused together in open hearth electric furnaces. The finished product contain from fifty to seventy-five per cent metal, depending upon the specifications, and is used in the manufacture of magnesium, high grade steel and steel alloys.

Magnesium, that valuable wonder metal, so essential in the manufacture of war planes, because of its extreme lightness and strength, is, perhaps, the most important product of the plant. It is really marvelous when we realize that this metal is found in unlimited quantities in ocean water throughout the world.

It is also mined, but as large quantities are usually found in inaccessible places, the problem of transporting the ore to the plant is prohibitive. This metal is considerably lighter than aluminum, and in certain forms, equally as strong as steel.

Yes, these and others, are the things the men and women at Permanente are producing. The technical departments of the company are never at rest. Greater and more important discoveries will be made as time goes on. Those employed by the company are nearly all residents of Santa Clara County. They contribute to the growth of their respective communities, and with increased production of this basic enterprise, steady employment should be assured.

All classifications of operating and construction employments are covered by Union agreements between the company and the respective Unions having jurisdiction over the work performed. Conditions of employment, insofar as hours and wages are concerned are fair, with some exceptions.

There are other matters, how-

ever, effecting policy and procedure that are far from satisfactory, and necessitate constant vigilance on the part of Union representatives in their effort to effect satisfactory adjustments of all differences.

Union members have been very tolerant in this regard, having in mind the pledge of Organized Labor not to have any interruption of operations on the Industrial front at home until the war is won.

The next monthly meeting in the San Jose Division will be on Friday, June 23rd, 1944, in the Engineers Hall, North Morrison Avenue and the Alameda, at 8 o'clock in the evening. All members are invited to attend.

The next Stewards meeting will be on Monday, June 19th at the Koffee Kup, Santa Clara near First Street, at 7 o'clock. All Stewards please take notice. The Company is agreeable to exchanging shifts with another operator so that you might attend these meetings, if you so desire.

Our last monthly meeting was very well attended, and it is inspiring to know that a great deal more interest is being taken in Union affairs.

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## New jobs start in San Francisco

By P. E. VANDEWARK  
Business Representative

**San Francisco**—Several pile driving contracts have come into existence in the last month, with Mercer Fraser working at Treasure Island and Fort Mason; Western Foundation at Treasure Island; J. D. Proctor at Treasure Island; Raymond Concrete Pile Co. at 6th and Channel, and Hunters Point; McGowan at 15th and Rhode Island; Marrs Metal at Pier 48A.

In the dirt moving end of the work several small jobs are in progress. MacDonald and Kahn working on two housing projects, one at 26th and Vermont, and another east of Ridge Point. Charles Harney has several trailer parking areas, grading, street work and utilities.

Eaton and Smith has a dirt importing job at Hunters Point, street paving job at Metropolitan Housing Project, track removal and repaving on Guerrero Street and the foot of Mission Street.

Ben C. Gerwick job on the sub base at Hunters Point is still in progress, with several members employed including two pile drivers in operation. The job will last for about 60 days yet.

L. Biosotti job on Evans and Lane Streets with several members employed making room for another housing project. Carl N. Swenson has two small jobs, one off Evans Avenue and another at the foot of 16th Street.

The shipyards are about status quo, and we still are in search of oilers for the yards. Marinship has changed in shift operations somewhat with part of the crews working two nine hour shifts; and it is expected the same condition will gradually spread over the entire yard.

Have had letters recently from the brothers scattered over the entire world. Brother Yates Hammett is in Fairbanks, Alaska; Brother George Baker is somewhere in the South Pacific with the U. S. Navy. Brothers Turrentine and Freeland are in the Persian Gulf, so Local 3 is well represented throughout the world!

## Local 3 family joins up



Here are the five Paine brothers—all members of Local 3, and all of them fathers of two or more children—as they take the oath from Lt. Comdr. L. D. Blanchard that makes them part of the U. S. Navy. Left to right, Francis, Charles, Lawrence, Everett, James. They join a sixth brother in the service, Erman who is in the Army Engineers in England.

## Sacramento says things about same

By F. A. LAWRENCE  
Business Representative

**Sacramento**—Working conditions in the Sacramento-Marysville District continue on about the same.

McGillivray Construction Company is still using several members doing Government repair work. Also several members working for Harris Construction Company at McClellan Field.

The War Department has authorized expenditure of \$1,689,596 for construction of the Fairfield-Suisun Army Air Field in Solano County. Casson and Ball again starting some work at the Fairfield-Suisun Air Port. This will furnish some work for several members.

Carlson Construction Company are working at Donnieville on a road job. Hemstreet & Bell at Marysville are doing several small jobs.

J. R. Reeves Company doing several small jobs. Waiting for McClellan Field job. The proposed extension at Chico Airfield has not been let to this date.

George Pollock Company and Tisdale & Haynes continue land leveling. The proposed fabrication yard for George Pollock Company has been cancelled due to location.

The proposed job at Rio Vista has been held over till after July 1. Rock, Sand & Gravel Company are quiet at this time.

McDonald & Kahn job at Dixon are using four members, building a War Information Broadcasting Station. The Pacific Pipe Line Construction Company has another job going to start soon. Clements Company job at Arbuckle just about finished, and some of the crew are going to Garberville on a job there.

The large job at McClellan Field of A. Teichert & Son is still held up, pending obtaining of right-of-way. This is expected to get started about the 15th of June.

Huntley and Peazo have a \$100,000 road job out of Chico, between Durham and Nelson. Railroad removal job between Truckee and Lake Tahoe to start soon.

Received a letter from Brother Thomas L. Doyle, who is working in the Aleutian Islands. Always glad to hear from the boys away from home. If any of you members care to write him, his address is: Thomas L. Doyle, c/o Guy Fatchinson, A.P.O. 980, c/o Postmaster, Seattle, Washington.

(Continued on Page 8)

Here's a war record—set by a Local 3 family—that will give the country a target to shoot at.

There are seven sons in the family of Mr. and Mrs. Nathan E. Paine, now of Redondo Beach, California. All of them joined Local 3 back in 1940.

Now—five are in the nation's armed service, one has recently been discharged.

Erman C. Paine is with the Army Engineers somewhere in

England, may even—by this time—be somewhere in France.

Five of his brothers—Francis V., Everett L., Charles N., James B. and Lawrence L.—joined the Navy together, started on their boot training together. But since Francis was given a medical discharge.

The other four in the Navy will part ways when they reach the end of their boot training since Navy rules now prevent them from serving together on ships.

## Work getting better in San Mateo, Clancy says

By PATRICK CLANCY  
Business Representative

**San Francisco**—Work in San Mateo County has been on an up-swing. The big job which Macco, Morrison and Knutson were low bidders on, to my knowledge, has not been officially awarded to them, although they have a diamond boring machine taking tests of the material in the hills back of Millbrae, which I understand is to be a borrow pit.

This job should start immediately upon the awarding of the contract. Inasmuch as it is a long-haul job across the main highway and railroad, it will be mainly a dump truck job, which will cut down the number of Engineers employed on this project.

Western Pipe and Steel is going along about the same as usual. We had a slight accident there last Sunday when a welder was killed due to the collapsing of a boom on one of the rigs. This is the first accident of any serious nature that we had had at the Western Pipe and Steel to my knowledge.

L. C. Smith job at the Tanforan Race Track is going ahead at the present time. They sublet one of the sewer and underground work, which was the great majority of the job, to various sewer contrac-

tors. They have a number of ditching machines employed there. There is also more work to be let there immediately.

The Union Paving job at the Pan-American Airbase is just about finishing the first layer of asphalt. They are to start on the second coat immediately. Piombo Bros. have a new job there also consisting of 67,000 yards of import.

Charles Harney also has an import and paving job on Mills Field proper. They have been pretty busy lately on the field tearing down those bomb shelters.

Belair Shipyard is proceeding about as usual. Guy F. Atkinson yard is pepping up a little better now due to ability to get priorities on materials.

Agreements have been signed with four or five of the Rock, Sand and Gravel Quarries in San Mateo County, making those quarries a pretty good job for members of Local Union No. 3. The Quadaulpe Quarry and the Mission Quarry have been doing considerable repair work. In fact all the quarries have been doing lots of repairing. The new quarry of Ken Royce Company at Rockaway Beach has not come ahead any further since our last News.

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# Pretty quiet down San Jose way

By M. G. MURPHY  
Business Representative

**San Jose**—As usual, it is pretty quiet here, and nothing startling to report, other than the usual run of small stuff in and around town. However, there are very few idle men among our brothers.

I thought for a while I was going to have a nice P.G.&E. pipe line job at Milpitas, but the company decided to start the project on the other end, somewhere around Livermore; perhaps you better ask Al Clem as it is in his district.

Moffett Field has some new work coming up to the extent of \$549,000 and Carl Swenson was the lucky winner. I guess operation will start soon. Granite Construction Company is still working on its former project and progressing nicely.

Gilroy has a small housing project under way, and we did have a couple of the worthy brothers running the trench machine, and some cat work.

Hollister—Michael Tynan of Salinas was the lucky or successful bidder on a good sized Federal job \$346,000 at the Hollister Air Base, but I don't expect much for our brothers, as it's mostly housing and barracks.

Salinas.—We expect more activity there very shortly on a good sized sewer job, and I won't be surprised if one of our well known Oakland contractors is the successful bidder.

Watsonville—The construction on the Naval Base is in the dormant period at the present time, but we expect Granite to resume operation there before long.

Felton—That quaint little city near Santa Cruz has a little bridge job under way for the State, and after that is completed I guess it will acquire the habit of a bear in late autumn. Hibernation.

Santa Cruz—There is a little operation between Santa Cruz and Davenport being performed by the A. J. Raisch Company, which will be a great improvement on that particular stretch of highway.

Aromas Quarry is going the same as usual; however, on my last visit I missed seeing the brothers who operate all the rock smashing, digging and hauling equipment, but I'll be down again, brothers, before long, as I have an appointment with a couple gentlemen just down the road below you.

Seaside—M. J. Rudy and Company is back at its highway job, between Seaside and Camp Ord, which by now is nearly complete.

Monterey—M. J. Murphy Inc. of Carmel has a small building job at Monterey and Brother Prior is taking a whirl at operating concrete mixer, shovel, cat, and the rest of his time watching the boys in war maneuvers on the beach.

King City—We expect some highway work to show up before long, it's been so long since there has been any real activity in that particular section. I've nearly forgotten it is in my district.

Camp Roberts—Got a surprise while in there on Frederickson and Watson job last month, when I at-

tempted to collect permits from a No. 12 man for No. 3 in No. 12 territory. This southern brother wanted to know, since when did No. 12 men have to pay No. 3 permits to work in No. 12 territory. I soon learned that I was in San Luis Obispo County, and many miles out of my own jurisdiction, and did I flag my . . . out of there.

Granite Construction Company has a small job there at present but it's no more than the usual run of maintenance in a camp of that size.

Had a real nice little meeting here the other night, and those who did not attend missed a real nice evening. Furthermore, we had some real distinguished guests from the Bay Region, namely: President Clancy, Secretary Mathews, Brother Clem and Brother Walthers from Oakland. To whom it may concern, Brother Clem says he can use a lot of oilers. Take notice, Permanente boys, when retired from the Mag. Plant you better report to our

office, here, and we will try and place you in a new classification.

Well, brothers, this just about completes my report on work so will try and tell you where some of our old friends and brothers are. M. L. Shirk, Dave Hanny, M. Cardoza ("Wingie"), Art Davison, C. L. Davison, E. L. Thompson, Chas. Dees, Bill Crosson, Charles Duncan, Ray Bishop, Jack McGuire, Harley Davidson and Lewis Redden are all in service except "Wingie" and Hanny. I have received mail from all of them, also some Jap money and other souvenirs from the South Pacific.

Another thing, brothers: Everyone of these boys want to be remembered to their friends, and everyone of them hope to get a letter or just a note from friends at home. They say just a newspaper or something to read once in a while, when resting so comfortably in a fox hole. Any of you brothers who wish the addresses of the boys just drop me a penny post card, and I will send you the address by return mail.

# Work still breaking, Eureka reports

By OTTO NEVER  
Business Representative

**Eureka**—Work is still in the process of breaking. In the north end of the territory, Hanrahan is getting out some gravel for stock piles at Smith River. There are about six brothers employed there, including Scotty Jenkins. The Crescent City airport buildings and access road are still being held off. Tom Hull has finished his job at Hiouchi Creek.

Sause Brothers of Albany, Oregon, started driving piles on their dock at Crescent City. Through the assistance of Tom Hull's pile driver, they ran a first class scab crew until the writer and Bob Farris of the Pilebucks Local No. 34 took over. We have shut down the job and are now endeavoring to have the job let to a union contractor or have Sause Brothers run it themselves with a union crew.

Hanrahan is getting out rock from Redwood Creek at Orick and have a plant set up at Red Hen.

They expect to complete the resurfacing between Trinidad and Red Hen within the next two months. The logging road that was let by the United States Bureau of Roads of the Department of the Interior on the South Bank of the Klamath River has been cancelled. This was caused by the State Bureau of Parks refusal to grant a half-mile right-of-way. This job would have given work to eight or nine brothers for a period of from six months to a year.

Bids are to be asked on 5.1 miles on the Blue Lake road and the junction of Route 85. Bids will be opened on June 14th. The Arcata Airport job is still hanging fire, although the Navy is anxious to get started on the balance of work which amounts to close to \$1,000,000. There will be considerable dirt moving. The work will entail the building of approximately two new hangars for a Link Trainer school, barracks and officers' quarters, together with the laying of sewer

and water pipes and the building of access roads. The runways will no doubt be widened and lengthened.

U. S. Engineers have called at our Eureka office and state that they will need several engineers from Local 3 on the jetty. They have not, however, given us a definite time when they intend to start. Proctor has received an additional contract for pile driving from the Chicago Bridge and Iron Company. Mercer Fraser has received additional pile driving contracts for the driving of dolphins at Samoa. The local housing project is about wound up, although Brother Roy Barnes is still herding his cletrac and cement mixer around.

Mercer Fraser is starting the job at Mineral and we understand that Brothers Murphy, Henderson, Lambert and Swan will work on the job there. As for Brother Sammy Shanks, and his truck crane, we only see him when he

stops to take on water and fuel. Brother Bill Goetz is still holding down the Chicago Bridge and Iron Co. in charge of maintenance with the help of Norm Beck and Charlie Peterson, Fritz Jatzek on swing, and Al Mongrain holding down graveyard. Brother Reed Haas does a good job as steward on swing; very persuasive and very diplomatic, believe you me.

Brother Pat Furnish, steward on day shift, broke the rigging superintendent of blowing his top by blowing his whistle every time the rigging super yelled. It was quite a remedy, but very effective. The super don't yell any more and Pat's whistle don't blow any more. Gad, what harmony! Brother Henry Meadows, steward on graveyard is doing a fine job. There is altogether about 191 brothers employed at C.B.&I.

Eureka Shipbuilding at Fields Landing is finishing up its contract on tugs and may go to building landing barges. Mercer Fraser has a contract of approximately

four miles of resurfacing from North Scotia Bridge toward Fortuna. The old Hayward Building Material Company has ten miles of resurfacing from Garberville to Rattlesnake Summit. Bob Coats tells me they intend to start about June 10th. Close Construction intends to finish its job about the same time, but they only have about a week or ten days' work left. Their job is at Laytonville.

Throughout this territory at this time, we have sufficient operators of all types. We do need, however, ventilation operators at \$1.20 (this is not hard for any good engineer to handle) and ventilation and crane oilers at \$1.08, and heavy duty mechanics at \$1.20. We occasionally need cat skimmers at \$1.20. This does not include the regular shipyard premium pay of 10c per cent for swing and 15 per cent for graveyard. This work is at the C.B.&I. Shipyard in Eureka.

My next report, I hope, will include some good news about the mining industry.

## Minutes of June 3 meeting

Meeting called to order at 8:10 p.m., June 3, 1944, at the Building Trades Temp'le, San Francisco. President Clancy presiding. Roll call showed Conductor Riley and Guard O'Brien absent. There were 111 members present.

### MINUTES

The minutes of the Regular Meeting of May 6 were by motion approved of as printed in the Engineers News.

Synopsis of the Executive Board Minutes of May 20 was read and the acts and recommendations of the Board were by motion approved of as read.

Synopsis of the Executive Board minutes of June 3 was read and the acts and recommendations of the Board were by motion approved of as read.

### COMMUNICATIONS

From the San Francisco Labor Council enclosing original letter of Moulders Union, Local 164, requesting all Local Unions to write a letter of protest to the War Labor Board regarding their rulings on wage brackets. Regularly moved and seconded that request be concurred in. Carried.

Circular letter from the Labor Advisory Committee, San Francisco District Office, Office of Price Administration, enclosing a resolution requesting Congress to appropriate sufficient funds to continue the Emergency Price

Control Act which expires June 30, 1944. It was regularly moved and seconded that the resolution be adopted and congressmen so notified. Carried.

Cards of thanks from Mrs. E. H. Garrett and family, Mrs. Bessie Threde and family, Mrs. Frederick O. Teichert, Mrs. H. Stewart and family and Mrs. Mary Michelson and family.

### RESOLUTION

The final reading of the following resolution was read:

#### RESOLUTION

WHEREAS: A portion of the members are becoming delinquent in their dues and causing the financial burden of their representation to be disbursed by the member who is prompt in the payment of his dues, and

WHEREAS: Benefits derived from membership in this Union are equally dispensed, so should the expense of maintaining the Union be equally distributed; therefore, the number who is delinquent in his dues should have a penalty imposed upon him for his neglect.

THEREFORE, BE IT RESOLVED: That the assessment for reinstatement fee be increased from the present \$5.00 to \$20.00, to apply to members of Locals 3, 3-A, 3-B and 3-C, and

BE IT FURTHER RESOLVED: That this resolution shall become effective as of July 1, 1944;

It was regularly moved and seconded that this Resolution be adopted. Carried. A motion was made for reconsideration of the question. After considerable discussion a motion was made and seconded for the adoption of the resolution, with request for a rising vote. Carried unanimously.

### REPORT OF THE SICK COMMITTEE

It was reported that Brother Paul Young is ill in the Alameda Hospital; Brother Frank Hearne is ill at 385 Wiley Street, San Francisco, and that Brother Frank E. Lawrence is also ill.

It was reported that the following brothers are deceased: Mark C. Marrs, Harry R. Threde, Edwin Garrett and D. P. Gallagher.

### REPORT OF COMMITTEE INVESTIGATING MEMBERS CARRYING TWO CARDS

The committee appointed to in-

vestigate members carrying cards in unions other than Operating Engineers reported. The report was read by Chairman Clem. It was regularly moved and seconded that the report be adopted.

The Committee recommended that the various Business Agents and Dispatchers are not to clear members of this Union to jobs coming under the jurisdiction of the International Union of Operating Engineers, providing they have been employed on the same project or by the same contractor under the jurisdiction of other crafts.

Furthermore, if any member of this Union takes a job without the formality of securing a clearance for same, he be removed from the job.

After considerable discussion, it was regularly moved and seconded that the debate be closed. The

chair being in doubt, a rising vote was held, showing 69 ayes and 29 nays. The original motion was put and carried.

Report of the General Secretary-Treasurer on per capita tax was read by President Clancy.

### BUSINESS AGENTS' REPORTS

The following business agents reported on conditions in their districts: Waack, Foss, Doran, Vandewark, Foster, Clem, Walther, Bryson, Murphy, Metz, Bynon, Braddock and Clancy. These reports were received by the members as submitted.

(Continued on Page 8)

Carefully Selected — Low Mileage  
**EASTERN CARS**  
WE BELIEVE NEW YORK CARS ARE THE MOST DESIRABLE AND WE HAVE PICKED THE CREAM OF THE CROP  
They have been DRIVEN LESS. Most Eastern owners have not been ABLE to drive their cars for work or pleasure the past two years.  
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## Doran covers Stockton beat; here's his report

By ED. DORAN  
Business Representative

**Stockton**—Pete Crowe, one of the oldtimers, was a visitor to the Stockton office. Brother Pete has been released from the Providence Hospital in Oakland, but is still under doctor's care. Pete lost two fingers in an accident while working on the Dredge Golden Gate.

McGaw has been busy for the past month furnishing hot stuff for the State Highway Department between Holt and Byron. Brother J. W. Eutsler is plant foreman and Gene Moni is running the clam shell.

Brother Joe Kaufman has been operating the trenching machine for McGaw. Between jobs, Joe works around the hot plant.

Phil Allen is working in the logging industry at the present time. His camp is located four miles south of Buckhorn. Phil is living at Amador City.

"Hardrock" Johnson has operating engineers employed on land leveling jobs in the vicinity of Stockton, 10 hour day, 6 days per week, time and one-half for overtime.

Brother Kenworthy of Stockton has six catskinners working for him leveling land around Lodi. Ken has kept his gang working seven days per week for some time now.

Jason Eddings, believe it or not, is running a "cat" that has a refrigerator and air conditioner. He is working for Mr. Gailbraith leveling land around Escalon. Brother Jas. says that this is one job that he is going to be satisfied with.

Eddie McComb is off to the big show. He has been operating crane at Pollock's. Good luck, Ed.

Brother J. H. Gehrig, 421 West Vine Street, Stockton, was a recent visitor to the Stockton office. Brother Gehrig has been on the sick list since last August, having spent four months in the hospital with a fractured pelvis, while working for the Nicholson Company.

Correction: In the last issue of

the Engineers news, it was reported that Bill Stewart of Moore Equipment Company was electrocuted. This was an error. Bill Stewart, who was working for Pollock, was killed by electrocution.

George McBride is working a cat and scraper for Earl Parker, between the town of Escalon and Modesto. Perry Parker is shifting on the job.

Biasotti is finishing a job near Angels Camp. This job was started last year and was tied up on account of the weather, but will be completed in about thirty days. Al Regalia is the boss on the job. Brother O. B. Mullins is the master mechanic for Biasotti.

The grading on the Claude Woods job at Mokelumne Hill has been completed. The cats have been moved, and where the skimmers have gone, I have never been able to find out. There are three blades and three rollers left on the job, putting down the road mix. Also a rock plant crew. Brother Bently Bryson is operating the rock crusher plant. Ray Austin is steward on this job.

Melvin Wissler is working for M. J. Bevenda on a street job here in Stockton. Melvin has boomed all over Local 3's jurisdiction in the last few years.

Pete Janapaul and Rex Greener, both members of Local 3 are both working for the Standard Materials Company at Modesto.

Highway construction work looks favorable for the Engineers. There is a highway job going on between Gustine and Crows Landing. Railing Construction Company have this portion of the job. The George French Company has the balance of this job from Crows Landing to Vernalis.

Another large road job will be under way in a few weeks that will include widening and resurfacing of road from Merced to Dos Palos Y, leading to Gustine and Santa Nella Station.

Ted Page has finished his job at Stockton on the Santa Fe Railroad tracks and has moved his spread to Knightson and by now they have probably finished and moved to the southern part of the state.

Sharp and Fellows are about to wind up their pile-driving job on the Santa Fe tracks. The equipment is to be moved to Kansas at the completion of this job.

Pollock Shipyards has two of our members working on construction. Brother Wallace Henkel is operating a motor patrol. Brother Bill Herman is operating a dozer. Pollock also keeps a large gang of crane operators and oilers working on ship construction.

Tiesleau Construction Company has a job at Modesto, renewing all the streets at the Hammond Hospital. Brother Utterbach is on the job operating the cat. There are also two rollers and motor patrol. The job will last all summer.

Brother T. E. Douglas who has been steward at the Colberg Boat Works here at Stockton has taken a withdrawal card. "Doug" has a job as special investigator for the Western Pacific Railroad.

The Permanente Metals plant at Manteca has been ordered to shut down by the Defense Plant Corporation. Any of our members being laid off should get in touch with the Business Agent at Stockton as there are jobs available in this area as well as other districts covered by the Operating Engineers.

Any member living in the vicinity of Modesto, desiring to pay dues or get a clearance may do so at the Modesto Labor Temple. Ask for Miss Elsie Bassi, and she will be pleased to give you this service.

I want to announce again that the Stockton office will remain open until 8:00 p.m. every Friday night for the members' convenience.

## Jobs keep rolling, Hester says

By E. A. HESTER  
Business Representative

**Redding**—Everything is rolling along very nicely on the Larson & Harms Aeronautic Training Base at Alturas.

Brother N. W. Taibott, tractor operator, and E. H. Boyett, C. W. Beyer, R. E. Deadmond, H. G. French, L. D. Hurd, H. B. Jessee, H. W. Jessee, R. F. Johnson, P. E. Main, W. L. Merrell, C. L. Nebecker, C. A. Butter and J. Van Dorn are moving the dirt, with J. W. Henry acting as stinger for this gang.

The crew for J. R. McFarland, master mechanic are C. B. Bussey, R. L. Jones, S. E. Lakso. Brother Wingy Roberts is making the air. They are doing a fine job keeping this equipment rolling.

Brother E. R. Corey, R. C. Henrici, C. W. Perry, A. J. Calvin, Adrian Kirk and J. P. Withers are taking care of the three (3) shovels on the job. Jim Sheldon superintends the job and acts just like a man I'd like to work for myself. More power to him!

McGillivray Construction Co.

from Sacramento and E. B. Bishop of Orland are moving equipment in on their highway repair and resurfacing jobs between Adin and Canby. These are two separate jobs and will last about three (3) months.

Lester Rice, Marysville, and Mercer Fraser of Eureka have most of their equipment in and set up on the Lassen Highway between Paynes Creek and Morgan Summit. They will soon be under way.

Things don't seem to be going so well on the Carrico-Gautier iron mine job. I recently visited the mine and found five (5) portable compressors operating without engineers. Co-operation on this job doesn't seem to be as it should. It appears to me that there's a "skunk in the woodpile." Boys, let's hunt him down and poke him out.

Brother Jack Robinson stopped in the other day and got his clearance for the McGillivray job at Canby. Don't forget to drop in, brothers, when taking a job in this district and get your clearance.

Otherwise you will be violating the rules of the Union.

Prospects of additional work look very bright. There are several miles of resurfacing and repairing of highways in Modoc and Siskiyou Counties. Bids will be called for on June 7, 1944. There is also some talk of the Southern Pacific Railroad doubletracking between Weed and Montague—a distance of about thirty (30) miles.

We have the following men on our Out-of-Work List: Frank Shaffer, Joe Scholl, Charles England, Walter Piercy, Francis O. Henry, Clarence Roundtree, Geo. Wilkison, Herman Allred, Glen Grafe, Leland Bosenko, John Melton, Alva Holmes, Cliff Comer, Charlie Potter and Sylvester Peterson. These are all good shovel and dragline operators and can be reached through this office.

I regret to report that Brother Jesse Thorpe got his right hand caught in the bullwheel on the shovel he was oiling. His arm was amputated at the elbow. He is now in the St. Caroline Hospital in Redding.



# What can you say to a wounded soldier?

Never mind the sympathy—he doesn't want it! In his mind, he did his duty, and part of his duty was stopping an enemy bullet.

You have a duty, too, in this war. Part of your duty is to buy War Bonds with every dime and dollar you can.

So simply say "thanks" to a wounded soldier, by buy-

ing your full share of War Bonds in the Fifth War Loan. Don't expect credit—you can't match his sacrifice by merely lending your money. But don't be ashamed, either—if you've done your duty, you've shown your gratitude—the way he wants you to.

Say "thanks" to every American soldier—double the Bonds you bought before.



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John Graves, General Manager

### June 3 minutes

(Continued from Page 7)

It was reported that Brother Swanson had just been released for a second time from the hospital and would not be present at the meeting.

It was regularly moved and seconded that the meeting adjourn in memory of our deceased brothers. Carried.

There being no further business to come before the meeting, it adjourned in memory of our deceased brothers. Respectfully submitted,

C. F. MATHEWS,  
Recording Secretary.  
\* \* \*

### Court ruling

(Continued from Page 6)

denied or abridged by state laws or court decisions.

Opposed by AFL and CIO unions alike, the hot cargo act bans secondary picketing. The ruling was handed down in a case brought by General Contractor Wesley R. Beer, who was seeking an injunction against the Building Trades Council (AFL) and other unions.

Wilson held that peaceful picketing is guaranteed by the 14th amendment to the U. S. constitution, as is the right to establish secondary boycotts with certain limitations.

\* \* \*

### Sacramento

(Continued from Page 3)

REMINDER: All members working in the Sacramento-Marysville District, must obtain clearances before going on any job in this territory. Applications for supplemental gasoline to get you to your jobs, may be obtained and made out in either Sacramento or Marysville office.