



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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SAN FRANCISCO, CALIF.



JULY 20, 1945

AFL LEADERS URGE GREATER SECURITY, RESUMING OF COLLECTIVE BARGAINING

'Franklin' Vet Boosts Labor



Labor and the returning vets have much in common," says Radarman 2/c Thomas L. Young, wounded veteran of U.S.S. Franklin and a member of Joint Council 42, Int. Bro. of Teamsters (AFL). In the editorial offices of Southern Calif. Teamster, he points approvingly to their headline story on labor's postwar program. (Federated Pictures).

Report of last meeting

The meeting of July 7, 1945, was called to order by President Clancy. Roll call showed Guard O'Brien absent. There were 89 members present.

After reading the minutes, which were all accepted as read and reading of the communications, the election results were read by President Clancy and the officers were declared elected and were installed by Past-President Frank A. Lawrence.

The following brothers were reported ill: Brothers Joseph Morrison, William Jennings, Earl Green, R. C. McCart, Joe Souza and Roy Loydal.

The following members were reported deceased: Brothers Frank E. Gibbons and Irvin Tiebelt.

The Business Agents made their reports of conditions in their districts which were well received by the membership.

The door prize was won by Brother P. E. Vandewark.

Discussions were had on various subjects of interest to the members, no action being taken.

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.

How'd you like to have your pay 'frozen' to only \$147 per hour?

Detroit, Michigan.

While General Motors Corporation officially protested that 93 cents an hour is too much to pay its women employees, it was rewarding its president, Charles E. Wilson, at the rate of \$147.53 per hour—or \$1180.24 per 8-hour day!

At 2000 hours a year Wilson's total compensation from the corporation of \$295,049.25 simmers down to the figures in the above paragraph. Wilson's pension, on retirement, will be \$15,000 a year for life.

Chairman Alfred E. Sloan of the same corporation drew a salary of \$200,900 from GM in 1944, plus dividends on 615,524 shares of common stock. Vice-President Charles F. Kettering drew a salary alone of \$100,700.

And these are the fat profiteers who go to the National War Labor Board to protest that 93c an hour for women employees is too high!

Labor shortage for dredging getting worse

By T. D. BRYSON
Business Representative

San Francisco—There has not been much change in the dredge situation since my report last month, except the manpower shortage is gradually getting worse. We are now in need of levermen, operators, mates, deckhands, and leveemen. We especially need deckhands — there just don't seem to be any men who will take jobs in this classification. The only men that we seem to be able to find are either inexperienced or will not stay on the job.

Most of the dredges are short-handed and this makes it hard on what few experienced men we do have as they must try to keep the dredge operating, even though they are shorthanded. The only solution that I can see for this problem is to make the wages and working conditions a little more attractive and possibly (as some of the owners have suggested) set up some kind of an apprenticeship system whereby we could train men so that they could have something to look forward to in the way of advancement. This is a rather ticklish question and one that will require a lot of consideration. Anyone who has any ideas along these lines should submit them to me and I will pass them on through the proper channels. Someone might have an idea that would help us solve the problem.

Pearl Harbor at Alameda

Most of the dredges are located at the same place where they were last month, except the Pearl Harbor. They finished their job at Rough and Ready Island and have gone into drydock at the General Engineering Company yard in Alameda. They expect to go on the Paradise Cove job in a few days where the Richmond is already working. The San Pedro will also move on that job sometime this week, about July 12th.

Dredger Back Pay

I wish to inform all levermen who have worked for the dredging companies since March 1, 1943, that they have back pay coming for time worked during lunch period. The companies are now figuring up the amount that each leverman has coming and wish to get the addresses of all those who have left their employ. If you worked on a dredge as leverman during the period between March 1, 1943, and March 1, 1945, send your address to the company you worked for. You may be surprised at the amount you have coming!

The question of stewards on the dredges comes up frequently. It is (Continued on page 8)

See critical times ahead for workers following war

WASHINGTON, D. C.—With alarming news coming from all over the nation concerning "cutbacks" and reconversion layoffs, the problems of full post-war employment and extension of social security benefits to guard against the hazards of joblessness, ill-health and old-age took on an even more vital meaning to workers. William Green, president of the AFL, and the AFL Labor's Monthly Survey for July both call attention to the fact that, even before the final defeat of Japan, the job situation may become critical. A recent issue of the AFL weekly press service contains two significant articles dealing with jobs and health insurance. They follow:

Health problem

By NELSON CRUIKSHANK,
Social Security Director for AFL

America's best national defense in time of peace is health insurance. Just think of it! The Selective Service System was forced to reject four million American boys of military age during this war because of physical defects. No wonder that legislative representatives of the AFL testified before the House Postwar Committee that a national health program would be of greater benefit to our country in the future than compulsory military training!

A practical system of national health insurance is proposed in the Wagner-Murray-Dingell Bill now before Congress. Of course, this law does not guarantee that every American citizen will be healthy all of his life. But it does provide insurance against the costs of medical and hospital care. It does guarantee that our people no longer will have to fear going to a doctor when they feel ill because of the expense involved. It does provide for the establishment of hospitals in sections of our country where such facilities do not now exist. It does include an expanded program for child health and maternity care. And finally, it does supply funds for research and study of new methods to fight diseases which take a greater toll of lives than even wars.

However, the Wagner-Murray-Dingell bill does not mean State medicine. It does not force a patient to go to a doctor the Government chooses. It does not compel doctors to take any patient the Government sends along. On the contrary, it provides for a free system, wholly in accord with American traditions.

Make no mistake about it, this legislation faces long delays and fierce opposition before it is adopted. Senator Wagner told me public hearings will not begin before September. But the American Federation of Labor will not be deterred by opposition. We have enlisted in this war against disease — this crusade for national health — for the duration.

Job problem

July Issue of
LABOR'S MONTHLY SURVEY

The future for workers in America will be shaped for many years to come by policies our country adopts now, both at home and in world affairs. On the home front, cutbacks in war work are laying off thousands of workers every day. Congress has not yet acted on President Truman's request for adequate emergency unemployment compensation — a request which embodies the demands of the American Federation of Labor laid before Congress last summer. No adequate national wage policy has yet been adopted. Wage policy will be basic in determining workers' future living standards, industry's post-war market, and in making full production and full employment possible.

Recognizing the crucial issues at stake, especially the cuts in take-home pay facing American workers, President Green has personally called on President Truman. He presented the Federation's wage program, showed the urgency of the situation and requested immediate action. Only the President of USA can change the Little Steel Formula. President Truman expressed grave concern about the danger of sharp wage reductions and promised a thorough investigation of the problem.

The Federation's wage program for the period from V-E to V-J day contains two planks:

1. Immediate return to collective bargaining within price ceilings.
2. A minimum wage of 72c an hour.

Now is the time to restore to workers their rightful share in this great increase of wealth, produced by the joint effort of management and workers. Now — when workers pay is being cut back, when their living standards and buying power are threatened. Now — when industry needs their buying power as it shifts from government orders to consumer orders. Now — before layoffs and production cuts throw industry into a tailspin. Small plants more than others need a sure and steady (Continued on Page 2)

Stockton work holding up; new contracts to furnish additional jobs for union

By ED DORAN
Business Representative

Stockton—Several new construction contracts have been started in the Stockton area. R. E. McCary Co. is excavating for the new Stockton bowling alley. Cleave Wichman is running the shovel.

A. Teichert has several contracts in this area, they are located at San Andreas at the Calaveras cement plant, and at the Army Airfield; also a highway job on highway 99, near Manteca. Teichert is connected in a joint venture with MacDonald-Kahn and George Pollock companies on Rough and Ready Island.

Raymond Concrete Pile Company is driving the piling for MacDonald & Kahn, Pollock and Teichert. Charles Frazer is Engineer on the night shift.

Kiewit - Everist - Johnson have moved into Traits-Morrison-Knudsen, Gerwick's headquarters and have taken over M & K "cat" shop. "Buck" Anderson is Master Mechanic for this company.

Biasotti Busy Man

Biasotti has been very busy on Rough and Ready Island, this time he is doing the dirt work for Kiewit-Everist & Johnson. Jess Culp is foreman for Biasotti on the housing projects in Stockton. However, Jess is going to Los Banos on a highway job for Biasotti. The road job at Tracy has been completed.

McGaw, local contractor, has been busy doing odd jobs around Stockton. Brother Verne Eutsler has felt the manpower shortage as he has had to be the whole hot plant crew for several weeks.

Stockton Construction Co. is engaged in excavation work preparatory to extending the six foot storm sewer lines in Fremont and Miner Sloughs to make way for filling of the two arms of McLeod Lake by the Federal Government.

Sewer Extension

The sewer extension will cost \$36,693 under a contract awarded by the city council. The Government is expected to start filling the sloughs late this summer with spoils to be dredged from the upper section of Stockton Channel. After the ground has settled probably by next summer, the city will straighten Fremont street and open Center street between Fremont and Channel.

Pollock Shipyards have been going along in low gear for a long time now, but have just received a new contract to construct drydocks, so expect in the very near future to have calls for Engineers. Brother Griffing has changed from swing shift to the day shift.

Yards on Repair Work

All other shipyards are switching to repair work and are employing members of the Operating Engineers.

The P. & S. construction from San Jose are about to complete their sewer job. Five Engineers and oilers are on the job.

M. J. Ruddy of Modesto is going right along on the highway job out

of Modesto. They also have a railroad job for the Pickering Lumber Company.

The four new guayule rubber mills which the rubber reserve corporation expects to build and equip in California will be located at Bakersfield and Patterson. Two will be constructed at Patterson. The War Production Board has asked the appropriations committee for \$2,500,000 for the new plants.

Brother Joe Souza has been laid up at St. Joseph's hospital in Stockton since December of last year. Joe has a multiple fracture of the hip, and it is uncertain when he will be able to walk again. Joe will welcome a visit from any of our brothers.

Received word that Brother Ernest Brown and his oiler were injured badly while working for Daley Bros. at Lathrop Holding & Reconsignment Point.

Brother Hansen has replaced Jim Roberts as steward on the Kennedy Company job at the Lathrop Holding & Reconsignment Point. Brother Roberts has been steward for over a year, and has worked very hard at it. In behalf of the Union, and myself, I want to thank Brother "Jim" Roberts for the swell job he has done.

Change Office Opening

In the last issue of the Engineers News you were notified of the Stockton office closing on Friday nights for the summer, but, due to the many complaints from our members, the Stockton office will be open the LAST FRIDAY NIGHT OF EACH MONTH. So, remember the date.

Leo Kruger, formerly employed as Master Mechanic for the Western Freight Handlers and the Kennedy Co., has opened up a business for himself. Any of you brothers who have work to be done on your cars, look up Leo.

Ruth, our office girl, will be missing from the office for a couple of weeks. She is taking a vacation and intends to get a well-earned rest, providing, however, she doesn't spend all of her vacation pulling a trailer load of parts for her car.

Like Death, Taxes

Southern Tories in the Senate are getting ready for their annual filibuster against the polltax repeal bill.

That's one of the certainties of life we'd gladly dispense with.

Redwood region perks up; none jobless, shown

By OTTO E. NEVER
Business Representative

Eureka—Things in the Redwood Empire are progressing. There are no members out of work.

Sause Bros. have bought three thousand feet of frontage at the Crescent City Harbor and intend to expend \$57,000.00 for new docks.

Brother George Henderson is doing the pioneer work on the access road to Ah Pah Creek for Mercer Fraser Co. George can always be relied upon to do a good job. Bro. Bill Murphy is foreman of the job above Orick for California Barrel. These jobs should last all summer. Mercer Fraser has started the work near Patrick's Point and will probably lay some hot stuff on, if the State makes up its mind, it could be just an armor coat. Brother Chet Dryden is running the roller there, with Joe Pasco on the blade.

Brother Ed Bernard is driving the piles for Tom Hull for the Hallmark Canneries at Trinidad. Brother Ed is so far out in the water that he says he feels like a kid trying out his first pair of stilts.

Highway Job Progresses

Mercer Fraser is also working on the patch work on the Blue Lake-Weaverville highway with Brother George King on the blade and Bro. Albert Annis on the roller. Brother Tom Coy is handling the hot plant with Brother Albert Swann on the box.

Brother Ray Gilbert is doing a fine job on Miles' crushing plant. Brother Roy Alley is handling the shovel and has to date broken all records in putting out material.

The Eureka Remanufacturing Company has had their second Army ordnance contract cancelled.

Drydock Picks Up

C. B. & I. Co. is beginning to pick up a little as steel for the two drydocks has begun to arrive. One of the main attractions at the Chicago Bridge & Iron Co. is to see Brother Clyde Phillipsen handling a launch during the testing of the last drydock. These squareheads take to water like a duck.

Several of the brothers have gone into the woods lately as catskinners and have been able to get from \$1.25 to \$1.50 an hour. Local 3 has built up the reputation of having the best catskinners and the best engineers available. It breaks the hearts of these big outfits to pay that money, but these so-called gyppos pay it and make no complaint.

Gold Boys Perk Up

Reports are coming in that there will be a good deal of activity for gold mining within the next sixty days. In fact, there is some inquiry regarding doodlebug men now. As soon as dredge operators are given reasonable priorities, there should be a big demand for engineers in this field.

In general, we can report progress in this territory.

AFL leaders urge greater security

(Continued from Page 1)
consumer market—and they will be cut back fast because they are sub-contractors. Now is the time to act.

Collective bargaining is the one sure way to make good the wage increases workers have earned, and at the same time avoid all danger of inflation. By collective bargaining, workers and management in each plant can agree on a wage increase which the plant can pay without increasing prices. Return to collective bargaining within price ceilings is a number one requirement for reconversion.

North Bay region humming with activity; many new projects getting started

By H. O. FOSS
Business Representative

San Rafael—Biasotti & Son, contractors from Stockton, have approximately one hundred day job resurfacing near Glen Ellen, on the Napa-Santa Rosa Highway. Brother W. R. Mathews is in charge of the project.

Morrison, Knutson and Ben C. Gerwick on their joint venture are getting strung out at Petaluma making the piling for the ammunition dump near Marin City. Brother R. C. Chambers is Master Mechanic on this job.

E. E. Lowell, contractor in the Vallejo district, I understand is a close bidder on the road around the Conn Valley Dam, which is under construction at the present time. It is between Lowell and the Atkison Construction Company and is undecided at the present time. Brother T. T. Garner is the Master Mechanic for Lowell. Bro. Poisser, Superintendent, and this company seems to have plenty of work whether they get this contract or not.

C. M. Syar keeps very busy. He has many jobs under way at the present time with the usual crew and is starting a batch plant in Vallejo to take care of all cement jobs.

Mare Island Sewers

Paris & Murphy are busy on their sewer contract on Mare Island. Have had a little difficulty, but are making good progress on the job at the present time and are about up to schedule. Our old friend Eddie Ford from San Anselmo seems to still keep hanging on Mare Island with his usual crew. If Eddie doesn't look out I think he will be in the Army with his three boys if he hangs around this place much longer.

The Basalt quarries of Napa are very busy with their hot plant and paving jobs in that vicinity. Their Florsden plant seems to be slowing down while their plant at Healdsburg is now on two shifts.

Art Siri on the Jump

We find Art Siri rather busy in the Santa Rosa district. Many small projects but keeping a good many of our members at work. Brothers Joy and Riley taking care of the loose nuts.

The Union Paving have another extension on the Naval Airport, known as the Letty Tract, and are

very busy at the present time. Park Henry with his pulls has been on this job, but has recently taken off.

Understand we are having quite a little difficulty keeping the McEwen job supplied with men between Willits and Laytonville on their resurfacing job.

Piombo Job Report

The Piombo job on the ammunition depot has a lot of equipment running at the present time. Brothers Carpenter and McHaffy pushing. Many dredgers and pile drivers are working on the frontage for the loading docks. Brother Joe Zanetti, Master Mechanic on this project with a lot of additional help.

Frederickson Brothers, over the hill, should be finished and gone by the time this publication is out unless they get some extensions. Brothers Fred Butler and A. V. Fowler are pushing on the respective shifts. Brother B. W. Fuchs is the Master Mechanic and Dysert is the welder on this job.

George Freeland is over doing some work on the Mill Valley hill. Has one of Young's rigs on the job.

Ammunition Dump

Understand that Kewit has the ammunition dump job in the bag. This will be a job which they claim will involve three million yards.

Frederickson & Watson have just about completed all contracts at Hamilton Field and are ready to pinch off something in this vicinity.

The Huntington Brothers with their two rigs seem to be keeping very busy in this vicinity.

A. G. Raisch with Brother Bill Russell is keeping the boys busy and has picked off some contracts here in his own back yard.

Still screaming for oilers and it looks like I am about at the bottom of the barrel on cat skimmers!

Wages, job standards for Engineers in Redding area taken up with authorities

By E. A. HESTER
Business Representative

Redding—Upon receiving instructions from the Local Manager, Vic Swanson, on June 23, 1945, I proceeded to the state capital where I met several high ranking state officials. I contacted the Business Representative, Frank Lawrence, and we visited the office of the U. S. Engineers. We were well received and treated with respect.

From there we went to the state highway engineer's office to see Mr. J. T. McCoy, state highway engineer. We met several state highway officials and the interview was very satisfactory. I found that we have very good connections with the highway department.

Meet With Engineers

On July 3, 1945, we again met with the U. S. Engineers at the Iron Canyon dam site at Red Bluff, California for the purpose of establishing the prevailing wage and to settle disputes over other organizations encroaching upon our jurisdiction. Good results were obtained and in all of which Frank Lawrence played the leading role.

Mix-Up at Nubeiber

On June 30, 1945, I was requested by the members working on the highway job at Nubeiber to visit the job at once to which I responded. On arrival I found all the mem-

bers in a turmoil. After contacting the superintendent and covering the job, I decided to hold a meeting. At the completion of the day's work we met and all members on the job were present. They had innumerable complaints. The arguments all centered around the transportation problem to and from the job, superintendent and assistant superintendent operating and repairing machinery, the superintendent discharging the shovel runner and welder, one plant engineer operating three separate crushers, and too much pressure being applied by the superintendent.

After a lengthy discussion it was agreed that we all return to the job and give them our best. The question of appointing a steward was brought up and a shovel runner, Joe Scholl, was nominated and

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Moffett Field vital part of San Jose's prosperity; report jobs for everybody

By M. G. MURPHY
Business Representative

San Jose—Moffett Field, which Santa Clara County boosters visualized largely as a tourist attraction in the early 1930's, has become an important economic factor in the life of this area and will remain so when the war is over, according to Captain Watson. The original \$5,000,000 which the navy spent on the lighter-than-air facilities has mushroomed into a capital outlay which must almost reach the \$30,000,000 mark if the Ames Laboratory is included.

Today Moffett Field has a total population of 4600 workers. It is expected that in another year it will rise to 8,500, and have a payroll of about \$10,500,000 per annum. The \$10,500,000 does not include money paid military personnel nor does it cover the crew of the nearby Ames Aeronautical Laboratory, a separate institution. The expansion will be due to the arrival of a Naval Air Transport Maintenance Unit to take care of the Navy's four-motored air transports (which in civilian life are known as Douglas Skymasters) along with new transport training activities.

The Everist & Kiewit job is part of this expansion work and they are progressing nicely with their job under the supervision of our good friend, Bud Hall and with the assistance of approximately forty-one engineers and good members of Local 3. Mr. Hall anticipates completing this portion of the job within the next four or five months. There is considerable ballast and concrete to be poured on this project. Carl N. Swensen is also busy at Moffett on one of his latest awards which consists of administration and shop buildings. L. C. Smith of San Mateo has also some equipment working in the field.

CAMP ROBERTS (Monterey County) is showing some activity, with Granite Construction Co. performing the operations. The work consists of maintenance and street work.

Monterey Still Quiet

MONTEREY is still very quiet with the exception of some minor repair and maintenance on the air base. I still have no new information in regard to the proposed harbor and dock facilities which I mentioned in one of my recent reports. A. Tieslau & Son have practically completed their refinishing job at Camp Ord. They anticipate more work at the camp in the immediate future, however.

PERMANENTE — The Moss Landing Plant is doing a little construction work in the way of expanding their plant. The Natividad plant is going along about the same. Still operating under a handicap due to a shortage of labor. Nevertheless, this condition applies to all plants in this locality. The Los Altos plant, I have been informed, is considering operating many jobs in the plant on a 10 and 12-hour basis as it is practically impossible to get sufficient men for a third shift. This practice so far has not been adopted and I am afraid should it be, it will be very distasteful and resented by many of our members.

SANTA CRUZ is very quiet with the exception of the J. R. Krully sewer job which employs seven of our engineers. Brother Walter Jones, who is now a dirt moving contractor in Santa Cruz, may help to pep things up in that locality a bit. Here's hoping and good luck to you, Walt.

SALINAS has its regular run of small jobs—no great amount of activity.

San Jose Busy Area

SAN JOSE—The permanent contractors of this city are all kept busy on small jobs such as drive-

ways, basements, new streets and maintenance in general. None of them is idle. They suffer occasionally from a manpower shortage but manage to struggle along somehow.

Before this issue of the News goes to print several jobs will probably be let. Among them are resurfacing and refinishing of the highway between Milpitas and the Alameda County lines—Los Gatos and San Jose—Saratoga and Los Gatos and Sunnyvale and Saratoga. There are also to be let a couple of resurfacing and repair jobs, one between San Ardo and King City and the other between Gilroy and Sargeant. Outside of this, brothers, I have nothing of importance to mention, except to say that the office is still open the fourth Friday of each month for your convenience.

News of Our Brothers

Brother James W. Dollard has received his orders from Uncle Sam and has applied for his withdrawal card. . . . Brother Milton Burton S2/c was in the office recently for a short visit. He is now stationed at Camp Parks. . . . Brother V. T. Dolan is back from Attu, where he spent ten months. Since his return home he has been ill and lost 20 pounds. He has recovered now and is back on the job. . . . Brother W. McLaughlin has applied for his Service withdrawal card and reported to the armed forces. . . . Brother Jim Aregger, who was working at Mills Field, is laid up with a broken hand. A speedy recovery to you, Jim. . . . Brother Charles Marines, who also worked at Mills Field, was injured while operating his equipment. Hope it wasn't serious, Charles, and that you will be back on the job, soon.

Brother Al Sharon is confined to the Palo Alto Hospital where he will undergo an operation for a kidney ailment, Monday. Al will be unable to work for two or three months. Tough luck, Al. . . . Brother Freddie Hendricks is home in Salinas on a 30-day furlough. Many of you brothers remember "Handsome" Freddie from Paso Robles. . . . Brothers, it is with sincere regret that I report the death of Brother Robert E. Bigley (brother-in-law of John W. Counter) who was killed in action recently on Okinawa. Many of the brothers will remember Brother Bigley as a fine boy who worked at Camp Roberts and more recently in the shipyards.

Received a letter from Pvt. R. L. Prince, who is stationed at Camp Walther, Texas. He wishes to be remembered to all of his Permanente friends and particularly to Brother John Matus and Brother "Warhorse" Leo Dahoney. . . . Received another interesting letter from Brother Paul Harper. Think Paul is a little homesick as he says he will be glad when the war is over and he can go back to running shovel again in good old California. . . . Received a card from Brother Pat Brazil, who is stationed at Camp Endicott. Pat is in the Sea Bees.

Was informed recently that Brother Charles Dees, who was wounded while in the South Pacific, is on his way home with a medical discharge. Know Charlie

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Bids open for vets hospital job in Nevada

By JOHN DeLAGRANGE
Business Representative

Reno—On June 26, the Veterans Administration, Washington, D. C., opened bids on the new annex to the Veterans Hospital in Reno, Nevada. Robert E. McKee was the low bidder at \$1,380,000. This company was \$100,000 under the next bidder, although the awarding of this contract is delayed at this writing due to the fact that the low bidder figures were \$300,000 over the Engineers' estimate.

H. W. Poke was the successful bidder on the Airport extensions and runway at Battle Mountain, Nevada. His bid was \$439,250. This job is to start in the very near future. I have been informed that the Roy Cram Construction Company of Las Vegas, Nevada, is to construct this airport. This will be about a three months job.

Mines Starting Up

Since the lifting of the ban on gold and silver mining, all mines of Nevada contemplate on starting operations in the very near future, although they are still curtailed by priorities from purchasing any equipment and also the manpower shortage is a hindrance to these reopenings. I do not anticipate very much activity for at least ninety days, unless in the event the Pacific war comes to an abrupt end.

Harms Brothers will complete their resurfacing job at Madeline, California, in about ten days and then move to Truckee, California, to resurface a portion of highway from Truckee, California, to the Nevada State line. I mentioned this job in our last Engineers' News.

Brother Harry Alexander, steward on the Isbell Construction Company's mining and stripping job at Kimberly, Nevada, reports everything going along O. K. with about the same crew as we had before. The turn-over on this job regarding the Engineers is very small.

Gressot Pays Visit

Brother Sidney Gressot was in our office recently and reports everything is going along well with him. Brother Gressot is the field master mechanic for the United States Grazing Service. Brother S. E. Wauchope is also a mechanic for the Grazing Service, working in their Reno shops. Brother Jim Snowden is now contracting landscaping in the city of Reno. From his last reports Brother Snowden is doing very well.

On June 22, I accompanied the **Reno Building and Trades Council to Gabbs, Nevada, and we met with Mr. Russell, General Manager, formerly B.M.I. now under the management of Montgomery & Company. The Montgomery Company wishes to renew their production agreement under their own name with the same provisions which were in the B.M.I. contract, however, not including the wage scale, as they are to be opened up for negotiations. Brother Harry Depauli, Business Agent for the Reno Building Trades Council, expects to receive this new agreement in the very near future from Mr. Russell for signatures. My opinion at this writing is that they expect to reopen in the very near future.**

Basic Refractories at Gabbs Valley is going to open a new mine on the Reese River, about thirty miles south of Austin, Nevada. There have been no changes in the operation of their mine and mill at Gabbs.

I have no new work contemplated in my district at this time.

Brother Pfc. Les Collett passed through Reno from Fort Knox, Kentucky, on furlough to his home in Oakland for ten days' leave and was to report to Fort Ord on June 30 for a new assignment.

Plenty of work going on in Sacramento; new jobs slated to commence soon

By FRANK A. LAWRENCE
Business Representative

Sacramento—Work in the entire Sacramento, Marysville, and Fairfield area is going along well, with plenty of work in progress and more new work in sight.

A. Teichert & Company continues to use quite a few men on various small jobs in this vicinity. At present they also have jobs going on the Davis Highway and at Clarksburg.

The McGillivray Construction Company is still going at Dixon and also have a job at McClellan Field.

McClellan Field Job

Moore & Roberts were low bidders on the job at McClellan Field and are getting well under way, with J. R. Reeves doing the excavating. Several of our members are employed on the job at present, with additional men being hired right along.

Trewitt, Shields & Fisher have obtained a \$166,000 contract at McClellan Field and have already started work, using a number of Local No. 3 members.

At Camp Kohler, the Belyea Trucking Co. job is again running smoothly. After having two meetings with the members, all difficulties were ironed out to the men's satisfaction and the project is now well under control. Steward Don Johnson is still on the job and doing mighty well, according to the brothers. Belyea has also taken over the West Sacramento yard of the U. S. Engineers, and we expect to place quite a few more engineers there in the very near future.

Ball at Woodland

N. M. Ball & Sons have started on their highway job at Woodland, using several of our members at the present time.

M. A. Jenkins is still at Knights Landing on bridge repair work and also has a job at the Eye Street bridge, Sacramento, which is to start up very soon.

Jack Breen, with Brother Vic Bonner, is still working in the Knights Landing area.

The Engelson Equipment Company is using several members on a land leveling job outside of Woodland.

Marysville Picks Up

Work is again picking up in the Marysville district, with various levee jobs going and state highway work in progress. Also gravel plants in that area will be busy furnishing materials for the Fairfield Airbase job.

The H. Earl Parker Company continues on with levee work, and the shop is also going full blast.

The contract on the Scott's Dam job was to be awarded on the 14th of this month, therefore the job will be starting up before long. We expect to place several members on this project as soon as they get under way.

Signal Depot Award

Here in Sacramento, contract bids on the new Signal Depot are in Washington and names of the low bidders have not yet been released at this writing, however, by the time our next issue is out, the contract will have been awarded and the job started. There will be quite a few engineers on this project, which will be quite a large job for the Sacramento area.

The rock, sand and gravel plants in this area are all busy, and the Perkins Gravel Plant is enlarging in order to take care of increasing business.

The Ross Westbrook jobs are still going. We had a bit of trouble on these jobs, however, after a brief shut-down of the job, all difficulties were settled satisfactorily.

Folsom Dam Site

Preliminary work on the Folsom Dam site is expected to start very

soon, and members of Local No. 3 will be doing the work. This is to be quite a large job also, and we expect to have quite a few men employed there.

The Rio Vista-Fairfield district is very busy at this time. Morrison-Knudsen have obtained the Fairfield Airport job, which will provide quite a lengthy job for many members. At this writing, we have cleared 156 members to the job, and by the time this issue is out, we expect to have about 400 members employed there. All shifters, mechanics, operators, and oilers are members of the Operating Engineers. Members who wish to do so can stay in camp right on the base, with board and room at \$1.50 per day. We have opened an office just outside the gate, which will be open for business each day, and on Wednesday nights till 9:00 p. m.

H. H. Larsen is using several members on the housing project job at Fairfield. The new court house job is going and the Raymond Concrete Pile Company drove the piles on the job.

Sheldon Oil Company has a new plant at Rio Vista now and are still keeping quite a few members busy.

Lord & Bishop is still working on the bridge job at Rio Vista.

C. C. Steele & Heringer Company are still keeping their rigs busy around the Rio Vista area.

Barrett & Hilp are still going on their warehouse job at Isleton.

Land leveling jobs are scattered throughout the district, with several rigs idle due to shortage of operators.

We are happy to report that our sick list has not increased any, and since we have no further report on members listed in the last issue, we hope that they have all returned to work and are enjoying the best of health.

Brother B. F. Rush broke his arm recently, and we hope that his recovery is speedy and complete.

Work Clearances

We are again requesting the cooperation of our membership in obtaining work clearances before going to work in this area. It is absolutely necessary that you have a clearance from the Union before going to work, and since our jobs are scattered throughout the locality, we are requesting your cooperation in this matter.

ATTENTION: Our Fairfield office is located just outside the gate at the Fairfield-Suisun Army Airbase, which facilitates matters for our members going to work on this job. The office remains open on week days from 8:00 a.m. to 5:00 p.m. and each WEDNESDAY EVENING we will remain open for business until 9:00 p.m. This office is operated in the same manner as our regular Union office. You may obtain your work clearances, pay dues, and take care of all Union business. We will also be glad to help you with your gasoline applications and see that you get necessary supplemental gas to and from the job. Therefore, you members who go off shift after 5:00 p.m. are requested to attend to your Union business on Wednesday evenings.

REMINDER: Our Sacramento office still remains open each

(Continued on Page 8)

CENTRAL CALIFORNIA AGC AGREEMENT

Manager Swanson urges every member to study conditions, regulations in pact

You will find below a complete copy of the Agreement just negotiated between the Central California Chapter of the Associated General Contractors of America, Inc. and the International Union of Operating Engineers, Local Union No. 3.

This agreement is self-explanatory and is now in full force and effect with the exception of the new wage scales referred to in the Agreement as Exhibit A. Before the wages provided in Exhibit A can be paid by the contractors, approval from the Wage Adjustment Board must be secured. With the exception of one classification, this Agreement is exactly the same as the one signed with the Northern Chapter printed in our last paper. It is now being forwarded to Washington where International will present it to the Wage Board for approval.

We are conveying the above information to you so that you will know everything in connection with this Agreement which is so important to Local 3. Your Negotiating Committee worked for months before they were successful in bringing this Agreement to its final conclusion. The wage scales found in Section 19 are the minimum wages to be paid by contractors who are members of Central Chapter. When the new wage scales have been approved by the proper govern-

mental agency, the approved scales will then become effective on all jobs let thereafter.

The Central California Chapter of the Associated General Contractors of America, Inc. represents a large group of contractors, among them some of the biggest contracting firms in the West. They employ many members of Local 3. Our relations with them have been very good in the past and we hope to continue this friendly relationship. We wish to thank their able Secretary, William E. Hague, for his cooperation in negotiating this Agreement.

In signing this Agreement, it was mutually agreed by all parties thereto that there would be strict observance to all provisions therein. It is therefore submitted to you in its entirety to study in order to familiarize yourself with all its contents. Again, if there are any parts which you may not clearly understand, please contact the Business Representative in your district and he will be glad to advise you further. After the Wage Board has acted on Exhibit A, this Agreement will be printed in booklet form. In the meantime, keep this copy for reference.

—VICTOR SWANSON,
Local Union Manager.

Manager Hague, for Associated General Contractors, says: 'valuable document'

OPERATING ENGINEERS UNION
LOCAL No. 3—

1161 Market Street,
San Francisco, Calif.

Attention: Mr. Victor S. Swanson,
Local Union Manager.

GENTLEMEN:

For the first time we have signed an Agreement with your Union and we believe that the terms of this Agreement make it a valuable document calculated to promote good-will as between the Contractors and your Union members.

As the building and construction business has developed during the war our members have been employing an increasing number of Operating Engineers and other classes of mechanics included in your membership.

It is a pleasure to make note at this time of the pleasant relations which have prevailed between our members and your Union for a number of years, and it is our desire and intention to maintain and continue these harmonious relations and to see to it that both Contractors and Union men receive a fair deal. The Agreement just signed is aimed at promoting friendly relations and to

serve to cement the good-will which has always prevailed on both sides.

We recall the time when your Union was struggling to establish and stabilize hours, wages and working conditions for the Engineers throughout Northern California, and it is a pleasure to note that you have now accomplished this purpose and stabilized employment for your members in a way that is proving satisfactory to our Contractor members.

Our Officers, Directors and Industrial Relations Committee on behalf of the membership wish me to express to you the hearty good-will of this Chapter which goes with the signing of this, our first Agreement. They feel sure that the present harmonious relations between the Chapter and your Union have been furthered by the signing of this Agreement, and the mutual understandings it contains.

With best wishes for the continued success of No. 3,

Yours sincerely,

WM. E. HAGUE,

Central California Chapter
The Associated General Contractors,
Sharon Building,
San Francisco 5, California.

A G R E E M E N T

THIS AGREEMENT, made and entered into this 13th day of June, 1945, by and between CENTRAL CALIFORNIA CHAPTER GENERAL CONTRACTORS OF AMERICA, INCORPORATED, hereinafter referred to as Employer and OPERATING ENGINEERS, LOCAL UNION No. 3, of the INTERNATIONAL UNION OF OPERATING ENGINEERS, hereinafter referred to as Union.

WITNESSETH SECTION NO. 1

(a) Definitions

The term "Employer" as used herein shall refer to the Central California Contractors Association including the persons, firms or corporations referred to in Section No. 18 of this Agreement. The term "Union" as used herein shall refer to the labor organization signatory to the Agreement and to all members of said organization. This Agreement shall apply to any employee who performs work falling within the recognized jurisdiction of the Union. This Agreement shall apply to Northern California, which term is intended to mean that portion of the State of California above the Northern boundary of Kern County, the Northern boundary of San Luis Obispo County, and the Western boundaries of Inyo and Mono counties.

(b) Coverage

This Agreement shall cover all work coming within the recognized jurisdiction of the International Union of Operating Engineers as defined by the Building and Construction Trades Department of the American Federation of Labor.

(c) Bargaining Representatives

Union's Recognition of Employers as Bargaining Agents—The Union hereby recognizes and acknowledges that Employer includes in its membership a majority of the individual Employers in the highway, general building and heavy construction industry, and said Employers are performing the greater percentage of work therein, and by reason of such facts the Union hereby recognizes Employer as the collective bargaining representative for its membership in the highway, general building and heavy construction industry in the territory subject to this Agreement.

Employer's Recognition of Union as Bargaining Agent—The Employer hereby recognizes and acknowl-

edges the Union signatory to this agreement as the collective bargaining agent for the area aforementioned covering the jurisdiction of the Union.

(d) Exemptions

This Agreement shall not apply to superintendents, assistant superintendents, general foremen, civil engineers and their helpers, time-keepers, messenger boys, guards, confidential employees and office help. No foreman shall be allowed to operate any mechanical equipment.

SECTION NO. 2

Employment Clearance

Employer shall employ in the performance of work within the jurisdiction of the Union only members in good standing and properly cleared by said Union.

When a shortage of craftsmen exists, and they cannot be supplied by the Union, the Union shall cooperate with Employer in the employment of local craftsmen who are, or may be satisfactory to Employer; provided, that such local craftsmen so desired shall be properly cleared through the Union as above indicated, prior to employment.

SECTION NO. 3

Show-Up Time

Where an employee reports for work on his shift and there is no work provided by the employer, he shall be paid two (2) hours show-up time at his regular straight time rate, provided that if the employer desires to suspend work on account of rain, and has posted a notice to that effect, he shall not be required to pay show-up time on rainy days. If work is to be suspended for any reason, the employee shall be notified at least two hours before being required to report for work. The employee shall keep the Employer advised at all times of his correct address and telephone number.

SECTION NO. 4

Union Activity

No employee shall be discharged or discriminated against for activity in, or representing Union. No employee shall suffer discharge without just cause. The employer shall be the sole judge of the qualifications of his employees and the Union shall be the sole judge of the qualifications of its members. In the event of discharge without just cause, the employee may be reinstated with payment for time

lost. In the event of a dispute, the existence of "just cause" shall be determined as provided in Section 9 of this agreement.

SECTION NO. 5

Higher Wages

No employee receiving a higher rate of pay shall suffer a reduction of pay by reason of the execution of this Agreement.

SECTION NO. 6

Bonds

No employee shall be required by Employer to deposit a cash bond with his Employer or any other person; in the event that a surety bond is so required, the Employer shall pay the premium upon said bond.

SECTION NO. 7

Lunch-Time

No employee shall be required to work more than one-half shift without lunch.

SECTION NO. 8

Records

Employer shall provide a proper means for registering the reporting and quitting time. In the event of a dispute such records shall be accessible to the business representative of the Union during working hours.

SECTION NO. 9

Settlement of Disputes

In the event a dispute arises, a Board of Adjustment shall be created for the settlement of such dispute. It shall be composed of two representatives selected by Union and two representatives selected by Employer. Said Board shall organize at once and shall elect a Chairman and Secretary and shall adopt rules of procedure which shall bind the contracting parties. Said Board shall have power to adjust any differences that may arise regarding the meaning of enforcement of this contract. Within twenty-four (24) hours of the time any dispute is referred to it by either party, said Board shall meet to consider such dispute. If the Board, within twenty-four (24) hours after such meeting cannot agree on any matter referred to it, the members thereof within three (3) days shall choose a fifth member, who shall have no business or financial connection with either party. The decision of said Board shall be determined by a majority of its members and shall be rendered within ten (10) days after such submission. Said decision shall be final and binding on both parties. Pend-

ing such decision, work shall be continued in accordance with the provisions of this contract. The expense of employing said fifth person shall be borne equally by both parties.

There shall be no strikes, lockouts, or any cessation of work by either party on account of any labor dispute, or for the purpose of pursuing any action or furthering any sentiment during the life of this Agreement and every facility of the parties hereto is hereby pledged immediately to overcome any such situation.

SECTION NO. 10

Payment of Wages

Each employee shall be paid his wages in full, each week, in accordance with the State Law.

SECTION NO. 11

Application to Sub-Contractors

The term and conditions of this Agreement insofar as it affects Employer shall apply to any sub-contractor under the control of, or working under contract with Employer upon such work covered by this Agreement, and said sub-contractor with respect to such work shall be considered as an Employer.

SECTION NO. 12

Conflicting Contracts

Any oral or written agreement between an Employer and an individual employee who is a member of Union, which conflicts or is inconsistent with, this Agreement or any supplemental agreements hereto, dis-establishes or tends to dis-establish relationship of Employer and Employee, or establishes a relationship other than that of Employer and Employee, shall forthwith terminate.

Any oral or written agreement between an Employer and an individual employee who is not a member of Union, which conflicts or is inconsistent with, this Agreement, or any supplemental agreements thereto, dis-establishes or tends to dis-establish relationship of Employer and Employee, or establishes a relationship other than that of employer and employee, shall terminate upon such employee's admission into membership in Union.

No oral or written agreement which conflicts, or is inconsistent with, this Agreement or any supplemental agreements thereto, shall hereafter be entered into by and between Employer, Union, and/or any individual employee perform-

ing work within the recognized jurisdiction of Union.

SECTION NO. 13

(a) Elimination of Restriction of Production

No rules, customs or practices shall be permitted that limit production or increase the time required to do any work. There shall be no limitation or restriction of the use of machinery, tools or other labor saving devices.

(b) Cooperation with Employer's Safety Measures

Union shall cooperate with (1) Employer and with each other in the carrying out of all Employer's safety measures and practices for accident prevention, and (2) employees shall perform their duties in each operation in such a manner as to promote efficient operation of each particular duty and of any job as a whole.

SECTION NO. 14

Jurisdictional Disputes

There shall be no cessation or interference in any way with any of the work of Employer by reason of jurisdictional disputes between the various A. F. of L. unions with respect to jurisdiction over any of the work covered by this Agreement. Such disputes shall be settled by the Unions themselves in accordance with the laws of the Building and Construction Trades Department of the American Federation of Labor.

SECTION NO. 15

This Agreement shall not prevent the Central California Contractors Association from negotiating or making agreements with the Union for any work or classification not covered by this Agreement.

SECTION NO. 16

Continuous Operations

This Agreement shall not prevent the Central California Contractors Association from negotiating, or making agreements with the Union signatory to this Agreement with respect to projects which require continuous operations and over which said Local Union possesses jurisdiction, and any existing agreements of such nature shall not be affected hereby.

SECTION NO. 17

Supplemental Agreements

In connection with the National Defense Program, certain agencies of the United States of America have been and are engaged in the

(Continued on Page 5)

A G R E E M E N T

(CONTINUED)

negotiation of certain standard or uniform working conditions applicable to National Defense construction work. It is distinctly understood and agreed that as to any National Defense construction work, any such standard or uniform working conditions now in effect or hereafter becoming effective shall be deemed to be a part of this Master Agreement and any supplements thereto, and such standard or uniform working conditions shall supersede the terms and provisions of this Master Agreement and any supplement thereto to the extent that they are inconsistent therewith.

SECTION NO. 18

(a) Employer's Membership

With respect to Central California Contractors Association, this Agreement is made for and on behalf of all persons, firms or corporations that at the time of the execution of this agreement are, or during the term hereof become,

members of said Association, together with all persons, firms or corporations that are or may become affiliated members of said Association and who are, or may become signatories to this Agreement. Said Association represents that upon the date of the execution of this Agreement the members of said Association are those persons, firms or corporations whose names are listed on Exhibit "B" attached hereto, which is hereby made a part hereof, and that said persons, firms or corporations so listed have duly authorized said Association to make this contract for and on their behalf as parties thereto. Said Association shall from time to time supply to Union any change in said membership list.

(b) Agreement Binding Upon Parties

This Agreement shall be binding upon the heirs, executors, administrators, successors, purchasers and assigns of the parties hereto.

SECTION NO. 19

Wage Scales	Per Hour
Asphalt Plant Engineer	\$1.50
Crane and Derrick (feeding plants) (No oiler required)	1.75
Box men or mixer box operator (concrete or asphalt plant)	1.25
Day Fireman in hot plants	1.20
Compressors	1.25
Concrete mixers (less than one yard)	1.25
Concrete mixers (over one yard and paving type)	1.50
Concrete pump or pump crete guns	1.50
Dinkeys	1.375
Drilling machinery engineers	1.50
Heavy Duty Repairman	1.625
Heavy Duty Repairman, Helper	1.333
Highline cableway	1.75
Locomotives	1.50
Material loaders and conveyors (Barber Green type)	1.25
Mechanical finishers (concrete or asphalt)	1.50
Material Hoist	1.50
Pavement breakers, Emsco Type	1.50
Portable crushers	1.50
Power grader, power planer, motor patrol or any type power blade	1.625
LeTourneau pulls (up to 14 yards)	1.625
LeTourneau pulls (14 yards and over)	1.75
Rollers (8 counties—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano and Napa counties)	1.625
Rollers (All other counties in Northern California in the jurisdiction of Local No. 3)	1.50
Surface Heaters (Mechanical) 8 counties—San Francisco Alameda, Contra Costa, San Mateo, Santa Clara, Marin Solano, and Napa counties	1.625
Surface Heaters (Mechanical) All other counties in Northern California in the jurisdiction of Local 3	1.50
Tractors, (8 counties)—San Francisco, Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano and Napa counties	1.625
Tractors—All other counties in Northern California in the jurisdiction of Local No. 3	1.50
Tractor (tandem)	1.75
Tractor (with boom)	1.75
Pumps	1.25
Trenching Machine	1.625

San Francisco City and County

Operators of Power Shovels (all sizes) and/or other equipment with shovel-type controls	2.00
Apprentices (oilers, firemen, watchmen)	1.333
Tractor-type shovel loader (scale not to apply when used as a blade or bulldozer) (all sizes)	1.75

Bay Area Counties — (7 counties—Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano and Napa counties)

Operators of Power Shovels and/or other equipment with shovel-type controls:	
Up to and including one yard	1.75
Over one yard	2.00
Apprentices (oilers, firemen, watchmen)	1.20
Tractor-type shovel loader (scale not to apply when used as blade or bulldozer) (all sizes)	1.75

All Other Counties—In Northern California in the jurisdiction of Engineers Local Union No. 3

Operators of Power Shovels and/or other equipment with shovel-type controls:	
Up to and including one yard	1.60
Over one yard	1.75
Apprentices (oilers, firemen, watchmen)	1.10
Tractor-type shovel loader:	
Up to and including one yard (scale not to apply when used as blade or bulldozer)	1.60
Tractor-type shovel loader:	
Over one yard (scale not to apply when used as blade or bulldozer)	1.75
Shovel Crews working underground shall receive \$1.00 per day over and above the regular rate.	

The foregoing wage scales are those now in effect and the Union and Employer agree to accept and pay said scales until a change therein is authorized by the appropriate governmental agency. There is attached hereto as Exhibit A the classifications and wage scales requested by the Union. It is agreed that the Union on its own petition will submit the scales in Exhibit A to the appropriate governmental agency for approval; that employer will not protest such application by Union and that both parties shall be bound by the decision of such governmental agency thereon, and that the rates established by such decision shall become effective as of the date of such decision.

SECTION NO. 20

Working Rules

- In single shift jobs, eight (8) hours shall constitute a day's work, the regular starting time of the day shift being at eight a.m., except where in any locality existing traffic conditions or weather conditions render it desirable to start the day shift at an earlier hour, such starting time may, with the mutual consent of EMPLOYER and UNION be made earlier; but in such event, the starting time agreed to must continue for the duration of the job or until changed by mutual consent. Five (5) consecutive days of eight (8) hours each, Monday through Friday, inclusive, shall constitute a week's work.
- Subject to Paragraph No. 1 the hours between 8:00 a.m. and 5:00 p.m. shall constitute the regular working hours and all work performed outside of the regular working hours shall be paid for at double the regular hourly rates, except on shift work.
- When two (2) shifts are employed for five (5) or more consecutive days, seven (7) hours shall constitute a day's work, for which eight (8)

hours straight time shall be paid. When three (3) shifts are employed for five (5) or more consecutive days, seven (7) hours shall constitute a day's work, for which eight (8) hours straight time shall be paid. Shifts shall run consecutively for five (5) days or more to completion of job.

4. Subject to Paragraph No. 1, double time shall apply on all time before 8:00 a.m. and after 5:00 p.m. except on shift work; also on Saturdays, Sundays and the following holidays: New Year's Day, Decoration Day, Fourth of July, Labor Day, Admission Day, Armistice Day (or one day of greater national importance), Thanksgiving Day and Christmas Day.

5. Except in emergency, no member shall work more than one shift in any consecutive twenty-four (24) hours and not less than four (4) hours shall be worked in any one shift. No arrangement of shifts shall be permitted that prevents any member from securing eight (8) consecutive hours of rest in any consecutive twenty-four (24) hours.

6. When the engineer on any piece of equipment requires assistance in the operation of said equipment, a member of the Union (apprentice, oiler or fireman) shall be employed. The above shall not change the established practice regarding employment of oilers or firemen.

7. The hours of employment shall be reckoned by the day and half day, the fraction of a half day to be paid for as a half day, except overtime, which shall be reckoned by the hour and half hour.

8. Where there is overtime to be worked, the Engineer operating the machine shall be allowed to work the overtime.

9. No member shall be allowed to work who is thirty (30) days in arrears unless he has a regular permit to do so, signed by the Business Representative of the Local Union in the district where the work is to be performed. Enforcement, however, shall be done by the Union.

10. It is agreed that the asphalt plant crew shall consist of the following: Plant engineer, boxman, fireman, oiler. Where a crane is used, there shall be a crane engineer. The plant engineer shall be in charge of the entire plant.

11. Any classification which is not herein mentioned, the UNION reserves the right to negotiate for the wage scale to apply thereon.

SECTION NO. 21

Effective and Termination Date

This Agreement shall be effective as of the 13th day of June, 1945, and remain in effect until the 13th day of June, 1946, and shall be renewed from year to year thereafter, unless either party to this Agreement shall give written notice to the other party of a desire to change at least thirty (30) days prior to the date of expiration on this Agreement.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals by their respective officers duly authorized to do so this 13th day of June, 1945.

CENTRAL CALIFORNIA CHAPTER ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC.

WM. E. HAUGE, Manager.

OPERATING ENGINEERS, LOCAL NO. 3 of the

International Union of Operating Engineers.

PAT CLANCY, President

C. F. MATHEWS, Secretary

VICTOR S. SWANSON, Local Union Mgr.

AL CLEM, Business Representative

—EXHIBIT A—

CLASSIFICATIONS AND WAGE SCALES TO BE SUBMITTED BY THE UNION TO THE WAGE ADJUSTMENT BOARD FOR APPROVAL

	Per Hour
Asphalt plant engineer	\$1.75
Box man or mixer box operator (concrete or asphalt plant)	1.43
Compressor Operator	1.43
Compressor Operator (more than one compressor)	1.72
Concrete Mixers (up to one yard)	1.43
Concrete Mixers (over one yard)	1.72
Concrete Pump or Pump Crete Guns	1.72
Derrick	2.00
Fireman in Hot Plant	1.38
Drilling machinery engineers	1.72
Highline cableway	2.00
Heavy Duty Repairman	1.63
Heavy Duty Repairman, Helper	1.33
Locomotives	1.72
Mechanical finishers (concrete or asphalt)	1.72
Pavement breakers Emsco Type	1.72
Material Hoist	1.58
Portable crushers	1.72
Power Grader, power planer, motor patrol or any type power blade	1.86
Pugmills (All) Woodsmixer type	1.75
LeTourneau pulls (Jeeps and similar types of equipment)	1.75
Pumps	1.43
Rollers	1.63
Self-propelled Elevating Grade Plane	1.75
Screed Man	1.33
Spreader Machines (Barber Green, Jeager, etc. (Engineer and screed man required in operation)	1.75
Surface Heaters	1.72
Tractors	1.72
Tractor (tandem)	2.00
Tractor (with boom)	2.00
Trenching Machine	1.86
Truck Crane Operator	1.84
Truck Crane Oiler	1.33

POWER SHOVELS

San Francisco City and County	
Operators of Power Shovels (all sizes) and/or other equipment with shovel-type controls	2.30
Apprentices (oilers, firemen, watchmen)	1.53
Tractor-type shovel loader (scale not to apply when used as a blade or bulldozer) (all sizes)	2.00
Bay Area Counties—(7 counties—Alameda, Contra Costa, San Mateo, Santa Clara, Marin, Solano and Napa counties)	
Operators of Power Shovels and/or other equipment with shovel-type controls:	
Up to and including one yard	2.00
Over one yard	2.30
Apprentices (oilers, firemen, watchmen)	1.38
Tractor-type shovel loader (scale not to apply when used as a blade or bulldozer) (all sizes)	2.00
All Other Counties—(In Northern California in the jurisdiction of Engineers, Local Union No. 3)	
Operators of Power Shovels and/or other equipment with shovel-type controls:	
Up to and including one yard	1.84
Over one yard	2.00
Apprentices (oilers, firemen, watchmen)	1.26
Tractor-type shovel loader:	
Up to and including one yard (scale not to apply when used as blade or bulldozer)	1.84
Tractor-type shovel loader:	
Over one yard (scale not to apply when used as blade or bulldozer)	2.00
Crews working underground shall receive \$1.00 per day over and above the regular rate.	
Foremen or Shifters shall receive \$1.00 per day over and above the classification over which he has supervision. In the event two rates of pay are involved, the rate of pay shall be determined by the classification in majority.	

Land leveling in Fresno area holds up well

By H. L. SPENCE
Business Representative

Fresno—I will report on the land leveling. First, there is still lots of it going on down Fresno way and the outlook for land leveling for the rest of the year is very good. So if there are any of the Dear Brothers who want to come to Fresno to level land just fold up a tent or get a trailer-house and report to the Fresno office, 1035 Broadway. Of course there is lots of other work besides farming, that's what most of the boys call it.

N. M. Ball & Sons has started their big job at the Merced Air Base. They have lots of equipment out there, tractors, euclids, Le Tourneau pulls, rollers, paving type mixers, batch plant and truck cranes. So they are really going to do the job up right. Sam Matoon is the superintendent.

Hangar At Air Base

Treswhitt, Shields & Fisher have a hangar to set up on the Merced Air Base. Consolidated Steel have a truck crane on the job. Trewhitt, Shields & Fisher have finished driving the piles down on Tulare Lake for the Sea Plane land base.

I was told that Phoenix Construction Co. was going to do the work on the road out to the Tulare Lake.

There's not any work around Tulare Lake this year at all. Not enough snow in the mountains to melt and overflow the lake.

Avenal Going Strong

Down around Avenal and Coalinga the regular bunch of operators are with Brown Materials. G. E. Brewster still going strong.

C. F. Braun Co. doing okeh on their job near Coalinga.

The Valley Paving Company's hot plant at Goshen is really putting out the hot stuff. They have another job near there. I guess they are good for all summer.

W. C. Railing has started their screening job up in Madera county.

J. E. Haddock Co. have quite a number of small jobs around Fresno.

Rock and Sand Again

Of course the Rock, Sand and Gravel industry is just the same. However, both companies have been notified by letter that the Operating Engineers' Union No. 3 desires to meet with them for the purpose of amending the agreement.

Five miles of the Friant-Kern County Canal will be let July 18, 1945. That will be a good job, 362 days time-limit.

Brother J. D. Matteson was in the office. He was discharged from the Sea Bees on July 2, 1945, after putting in a long stretch. He was a member of old 45. He is getting himself adjusted to being a civilian.

The office is open every Thursday evening from 7 to 9 p.m. and the regular meeting of the Engineers for the Fresno area will be held Thursday, July 26th.

* * *

Wages, job standards are taken up

(Continued from Page 2)
unanimously elected by the members to be steward on this job. We now look forward to this job being finished on schedule and the agreements, laws, rules and constitution being lived up to the letter.

Shasta Steel Plant

Contractor J. P. Brennan is underway on the steel plant that is being built at Shasta Dam. All other jobs seem to be going along well. Due to the shortage of manpower we have two machines working without oilers.

What's doing in the Oakland office

By Al Clem, Joe Riley and Joe Walther, Business Representatives

Richmond's Plans

The Richmond Downtown Business and Property Owners' Association has announced an eight point program to modernize the downtown district. A part of this program, as planned, follows:

Street openings to be made under the Santa Fe Railroad tracks in order to provide suitable access to the South Side district. Two openings are planned.

Construction of an overhead crossing above the Southern Pacific tracks south of Macdonald Avenue to make the downtown area more accessible to the Pullman, Stege and Cutting districts.

Development of Sixth Street as a second cross-town business thoroughfare.

Establish a system of downtown parking lots for shoppers.

Hi, There, Judge!

We feel that congratulations are in order on the appointment of Carl Davis to the office of Justice of the Peace of San Pablo.

Former representative of the Pile Drivers Local 34, Davis is active in labor circles in Alameda and Contra Costa counties, and is well known and liked in the community. We wish him every success in his new position.

Bay Farm Island

Commenting on the allotment of \$6,000 for preparations of plans to improve the Bay Farm Island sewage system, W. H. Cheney, Division Engineer for the Federal Works Agency, Bureau of Community Facilities, praised the far-sightedness of Alameda in preparing for the post-war future.

The project, scheduled to start immediately after hostilities cease, calls for lateral and intercepting sewers, two pumping plants, a pressure pipe line, a submarine pipe line to carry the sewage under

the channel, a trunk line sewer for conveyance to the central pumping plant and additional pumping equipment in the central plant.

As pointed out by Cheney, Alameda is not only planning for city improvements, but is making an important contribution toward employment of returning service personnel and displaced war workers in the area.

Harbor Development

The Oakland Chamber of Commerce has announced plans for 20 extensive post-war airport and harbor projects in Oakland.

Principal jobs and their estimated costs are:

Improvement and expansion of the Outer Harbor Terminal, \$16,000,000.

Establishment of a North Harbor in the area now bounded by the Eastshore Highway and the Bay Bridge, \$15,000,000.

Development of a harbor at the head of San Leandro Bay, \$3,000,000.

Expansion of the Oakland Municipal Airport, \$11,700,000.

Numerous projects in the Inner Harbor and at the Ninth Avenue Pier.

Alameda Projects

Senator Downey, Democrat of California, has made the announcement that one of the projects approved by the Navy is \$250,000 for ferry slip and small boat landing facilities at the Naval Air Station in Alameda.

Aqueduct Connection

Another step toward completion of the pumping station at Bixler, near Brentwood, was accomplished when, during a 36-hour shutdown, it was connected to the Mokelumne Aqueduct.

The shutdown was carried out by the W. A. Bechtel Company in cooperation with the district engineering staff.

Scheduled to be in service next Fall, it will cost about \$30,000, and will increase the flow of water in

the Aqueduct to 95,000,000 gallons daily from its present capacity of 67,000,000.

Harbor Land Purchase

That the Pacific Bridge Company of San Francisco has paid \$240,000 for 35 acres of harbor land at the foot of Sherman Street on the Estuary in Alameda, was revealed at a special session of the Alameda City Council on June 29.

Assessed valuation of the major portion of the property is \$7,500 an acre because of its potentialities for handling heavy shipping and possessing more than adequate anchorage.

Pacific Bridge officials announced that they planned installation of an equipment yard, a machine shop and possibly a fitting-out dock in the area.

It was further announced that site of the old Pacific Bridge shipyard at Buena Vista and Willow Streets, shut down last fall, will probably be leased to the Federal Government for use by the Navy.

Getting around the jobs

Fredrickson & Watson are getting started on their job in Concord again. Working on the addition to the Inland Storage Depot, they are employing several members at the present time. Brother Ted Kreiberg is foreman, Brother Tom Plumb, Master Mechanic, Brother Mike Hathman is steward over the skidders and Brother Bill Holloway is steward in the shop.

N. M. Ball is through with the grading job for Piazza & Huntley at the Oakland Airport and has started moving equipment to Merced.

Three of our members are working for Dan Morgan on his paving job at Camp Parks. Don Brinson is foreman, Burl Trull on the blade and Vera Foley running roller.

Oakland Airport Job

Piazza and Huntley are going full blast at the Oakland Airport according to Superintendent Bro. John Paroline. Brother Bob Pratt is foreman over there now.

The A. J. Raisch Company is pouring concrete and constructing foundations at Point Mallot, and at the present time they are employing six engineers and two mechanics. J. H. Harris, who is furnishing the dirt, has one shovel in operation on this job.

Contra Costa Work

The Pacific Pipeline Construction Co., is keeping their equipment busy on various jobs in Contra Costa county, and report that they have work lined up for some time to come.

Two engineers, Brother Fred Jensen and Brother "Red" Matzek are working on the Emsco job at Port Chicago.

Fredrickson Bros. are using two rollers, a blade and a paver on their 4.8 mile highway surfacing job at Brentwood. They are also setting up a hot plant at Tracy.

Brother Wayne Morris is superintendent for N. M. Ball on their paving jobs at the Oakland Airport and at the Intransit Depot in Alameda. Brother J. A. "Whitey" Morrill is steward.

Brother E. E. Jarvis is foreman for Freethy & Fogelberg on their pipeline job at MacArthur and Grand Avenue in Oakland.

Nagin Steel Signs

Nagin Steel Company's superintendent, R. K. Alhiser, recently signed an agreement with the Operating Engineers covering all work connected with that company. Recently allocated a two million dollar fabrication contract by the Army, we take this opportunity to wish them every success.

It is expected that actual building will get under way about the 20th of July in Kaiser's Prefab and Yard 2 on the new barge contract. The barges will be made up in Prefab in three sections which will be taken to Yard 2 for assembling and launching. When the program reaches its full peak production is expected to be one barge daily, and will increase the flow of water in

persons at least until the end of November.

On June 22, an 18,000-ton troopship, the U. S. S. Marine Swallow, was launched at Kaiser Shipyard 3. The sponsor, Mrs. Emma Magnaghi, was chosen through a drawing held for blood donors among Bay Area Maritime Commission employees.

Start Paving Job

The Sid Jones Company have started work on their paving job between Mission San Jose and Warm Springs and are laying slurry base at the present time. They are employing 10 engineers. Brother J. W. Jibson is foreman and G. A. Murphy is job steward. Brother Howard Wilson is foreman at the hot plant in Niles.

News about the brothers:

Having just completed his 16th year of foreign work, Brother Jack Woodall is home on a 30-day vacation. His latest job was with Bechtel, McCone on Bahrien Island, located in the Persian Gulf 25 miles off the coast of Arabia. His next assignment is to be in Liberia, where he will be operating shovel and dragline for Raymond Concrete Pile Company.

Brother Eugene C. Turner has left this part of the country. He will be located near Lewiston, Idaho, until next spring, at which time he expects to return to Oakland.

We extend our sympathies to Brother Howard Blair whose wife passed away the latter part of June.

A Veteran's Record

Thirty-four years ago Brother R. B. Goss went to work for Healy Tibbitts Construction Company—and he is still there. During that time he has operated many types of equipment but for the past few years he has been running pile driver most of the time. A member of Local 59 originally, Brother Goss feels that he has had a ringside seat at that very interesting show—the growth and development of the Bay Area.

Brother William Engel, who has been running roller on Biasotti's job, was inducted into the army on June 20th.

Back in the Bay Area after trying his luck at logging, Brother T.

M. Hathman is now working for Fredrickson & Watson at Concord.

Brother Bryant O. Youngman, who has been operating crane on the swing shift in Yard 2, Richmond, has taken a withdrawal card and is going into the Real Estate business.

Ward Hangs Shingle

Specializing in roadways, tennis courts, and resurfacing jobs of all sorts, Brother James Ward, operator of "Better Paving Service," announces that he is open for business. His office is located at 325 Eleventh Street and the telephone is TEmplebar 0203.

On June 1st, the Army claimed Brother F. L. Hollis, a former Macco employee. He is now stationed at Camp Beals.

You fellows living in East Oakland will be interested to know that the service station on the corner of Fortieth and Foothill is now operated by one of our members, Brother Merle D. Murphy.

Brother Albert M. Silva, who has been operating crane for California Scrap for the last year, has taken out a service withdrawal card and expects to be leaving for the army in the very near future.

Brother R. C. Van Houten who was away for some time, has now returned to the Bay Area.

Brother Jack Russell, swing shift steward in Moore's east yard, en-

tered Alta Bates Hospital the first of July for an operation. At the last report he was doing nicely, but expecting to be off work for at least one month.

Brother Paul Kulich, former employee of Moore Dry Dock Co., has taken a withdrawal card and plans on going into business for himself.

Brother L. S. Gay took a service withdrawal the end of July and will be leaving for the service in the near future.

Member Gets Award

We are proud to announce that one of our members, Brother Laurence R. Halaas, has received the Meritorious Civilian Service Emblem from the United States Navy. He earned this distinction while working as foreman for Barrett, Hilp, Rutherford and McDonald on the Inland Storage Area, Naval Magazine at Port Chicago.

Having just returned from a vacation in Vancouver, B. C., Brother "Scotty" McLennan reports that the fine food and good air did much to keep him in good shape. At the present time he is operating for McDonald and Kahn at Camp Knight.

Another of our members who recently took a service withdrawal is Brother Paul Emerson, who expects to be called into the army right away.

Brother Harold Klusmann is op-

erating mixermobile for Dinwiddie at the Fleet Postoffice at the present time.

Employed as engineer on the

Our boys in service

Pfc. Richard Knapp is home on a convalescent furlough from Fort Lewis, Washington. Bro. Knapp, who was a relief Operator in Kaiser's No. 3 Yard for two years, is in the Infantry and saw a great deal of action in Germany. He returned to this country last May and he says these United States look plenty good to him.

Brother "Les" Collett was in to see us not long ago. Home on a short furlough he was to report to Fort Ord for further orders. "Les" took his basic training at Fort Knox, Kentucky, and is attached to a mortar platoon. If looks are an indication, army life really must agree with that boy, as he sure seems right in the pink.

Back from Alaska

Brother Oscar H. Crowder CM3/c who spent 18 months in Alaska, has just returned after receiving a medical discharge. He worked in the Bay Area for 9 years before entering the service.

Back home after 27 months in the South and Central Pacific, Brother Ralph Worley BM1/c, is enjoying a 30-day leave. He worked out of the Oakland office for about two years and was operating Truck Crane in Kaiser's Yard 3 at the time of his induction. At the ter-

King Coal Barge for the last two years, Brother Petrus Peterson received a fractured arm while on the job. He expects to be laid up till about the first of August.

mination of his leave he goes to Camp Parks for reassignment.

Another Brother home after a long stretch in the islands is Chief Machinist Mate Ray Howard who spent 26 months in the Solomon and Caroline Islands. A former crane operator for Moore Construction Company he was granted a 30-day leave in the middle of June.

Survives Jap Attack

Lt. (j.g.) Paul Droscher, third Assistant Steam Engineer on a Victory ship, has just returned from a very eventful trip to the South Pacific where he took part in one of the major landings. He said his ship experienced 35 raids and sustained a direct hit by a Jap suicide plane. At the present time Lt. Droscher is stationed in the Bay Area while training for his Second Assistant Rating. Before entering the Navy he was with Stolte, Inc.

Brother Carl Haley is enjoying a visit from his son, Pfc. Sam Haley, who has just returned from 13 months in Italy, where he was attached to the ground crew of a Bomber Group with the 15th Airforce. Pvt. Haley, holder of a unit citation and the Silver Star, is

(Continued on page 8)

News from the San Francisco office

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

Work conditions are very good in this area. Very few of the brothers are out of work and we are especially short of oilers, deckhands, welders, mechanics, and cat-skinners at the present moment.

Several large construction contracts have been let in this area since our last report, and most of the projects are now under way.

Eaton & Smith are running two shifts on their 1,000,000 yard excavation job at Hunter's Point. They are also still busy on their Market Street job, track removal and re-paving.

Hunter's Point Job

Gerwick, Morrison & Twait's job at Hunter's Point is still in progress with an additional new contract added to the one they already have. A large number of our brothers are being kept busy on the job working two shifts on anything from a dredge, pile drivers, cranes to deckhands on tugs.

Pacific Bridge Company pier job at Bethlehem shipyard is still in progress with two rigs working two shifts. Also a hydraulic settling device used on the caissons is in operation to settle the pier to solid foundation before placing the steel.

Bethlehem, Steel Erection Dept., is setting the steel on the P. B. pier job. They have one traveler in operation.

R. A. Farrish has a job of leveling for a new housing project north of the S. F. Junior College.

Piombo Bros. housing job on Alameda is about completed. Two rigs still working there.

Macnson's are putting in the utilities on the Alameda housing project.

MacDonald & Kahn have all the steel set on their large building job at Second and Townsend and are now getting ready to pour concrete.

Busy on Pier Job

Healy-Tibbetts have a large pier and deck job at Bethlehem shipyard in progress, also an outfall sewer job at the foot of Lincoln Avenue. Several brothers are being kept busy.

Arnold Trucking Company have opened a new red rock pit at Alameda and San Bruno Avenues.

American Bridge Company are getting in steel for their job at Hunter's Point and they should be ready, according to the superintendent, to raise steel about October 15th or maybe later.

Cahill Bros. have two large

building jobs in progress at present at Hunter's Point, with two material hoists in operation. Construction Aggregate Corp. are still hauling in sand from the bay to Hunter's Point with their boat, the Sand Craft.

A recent adjustment of wages was obtained from the State for members employed on the State

tugs and dredges. The adjustment was for 5 cents per hour retroactive over a period of greater than a year, so the brothers there received some nice extra checks.

Ship Repair Expanding

Ship repair work along the waterfront with General Engineering, United Engineering, Matson and Bethlehem is going full speed

ahead at present with ships standing by to be repaired. Quite a number of the brothers are busy working two shifts and long hours.

Marinship was recently awarded a new contract along with ship repair work which they recently acquired so that the life of the yard may be prolonged for a greater length of time.

San Mateo County and Vicinity

The paving on Mills Field is getting under way and they are also working on the fill coming into the field. We have a number of members employed there at this time.

Johnson & Bartholemew's job at Redwood City is in full production again with 6 or 8 members employed.

Charley Hall's shop moved from Burlingame to Bayshore Avenue in San Francisco. This will probably be a better location as a shop of this kind at Burlingame was a little out of the way. We should be hearing soon from the material dealers in San Mateo County regarding the agreement.

Quarrier Producing

Ken Royce quarry at Rockaway

Beach is now in production under signed agreement. The Brisbane Rock Quarry purchased by Macco & Co. is also getting into production. I believe in a short time this will be one of the largest rock quarries on this side of the bay.

The Port of Redwood Navy job is proceeding about as usual. Western Pipe & Steel went on to repair, had a little difficulty over the rate for the apprentice or oiler in that yard. The matter has been straightened out to the satisfaction of the men involved.

Equipment Shortage

Atkinson Yard, Guren Bros, Macnson's, and other shops in the area seem to have all the work they can do. There has been a shortage of heavy duty repairmen and oilers in this territory for

some time, also dozermen have been scarce.

We are hoping that the bond issue of \$20,000,000 will go over this Fall. That will mean a lot of work for the Engineers. About 80 per cent of the men employed on this project will come under our jurisdiction, as most of this is fill, runways, sewers, and such.

There have been a number of small jobs in the county consisting of short pipe line jobs, sewers, water mains, and the like. Also, a little paving—roadways, driveways, and such that go on through the county all the time, weather permitting.

That is about all I have to report at this time. Have had lots of work and men were scarce. That makes conditions in the county about tops.

Daily report of awards for construction jobs

June 18, 1945

SAN FRANCISCO, Calif., contract awarded to Moore & Roberts, \$297,738 for const. 146 temp. family units in San Francisco.

SAN FRANCISCO, Calif., contract awarded to Mercer, Fraser, \$20,639 for driving piles in San Francisco Bay tributaries.

SAN FRANCISCO, Calif., contract awarded to M. B. McGowan, \$2,045 for timber test piles, S. F.

June 20, 1945

SAN FRANCISCO, Calif., contract awarded to K. R. C. Const. Co., \$31,350 for 90 mi access road to Cat Creek Basin Timber Areas, El Dorado County, California.

MATHER FIELD, Calif., contract awarded to J. R. Reeves, \$9,650 for reconditioning access spur tracks at Mather Field.

MERCED, Calif., contract awarded to Trewwhitt, Shield & Fisher, \$100,720 for alts. to steel hangars at Merced Army Airfield, Merced.

June 21, 1945

MERCED Calif., contract awarded to N. M. Ball & Sons, \$1,047,795 for const. of runways at Merced Army Airfield, Merced, Calif.

HUNTERS POINT, Calif., contract awarded to DeLuca & Son, \$243,600 for const. 107 portable family dwelling units at Hunters Point.

June 22, 1945

PORT CHICAGO, Calif., contract awarded to Fredrickson & Watson, \$1,690,000 for additional car loading facilities, Naval Magazine, Port Chicago.

LATHROP, Cal., contract awarded to J. R. Armstrong, \$108,733 for housing alterations to warehouse, Lathrop, Calif.

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$11,869 for sewer work in San Francisco.

SAN FRANCISCO, Calif., contract awarded to Eaton & Smith, \$1,194 for const. sewer in San Francisco.

SAN FRANCISCO, Calif., contract awarded to Central California Const. Co., \$3,033 for furn. and installing sewage pump at Richmond-Sunset Sewage Treatment Plant.

HUNTERS POINT, Cal., contract awarded to Theo. G. Meyer, \$252-

759 for const. 117 family dwelling units at Hunters Point.

MENLO PARK, Calif., contract awarded to E. T. Haas, \$9,870 for addl. water piping at Dibble General Hospital, Menlo Park.

June 25, 1945

SAN FRANCISCO, Calif., contract awarded to Monson Bros., \$23,000 for conversion of bldg. at Presidio, S. F.

HUNTERS POINT, Calif., contract awarded to Eaton & Smith, \$398,400 for excavation work at Naval Drydocks, Hunters Point.

PORT CHICAGO, Calif., contract awarded to Fredrickson & Watson, \$1,690,000 for addl. car loading facilities. Inland Storage Area, Naval Magazine, Port Chicago.

June 26, 1945

SAN FRANCISCO, Calif., contract awarded to Mitchell Diamond Drill Co., \$17,637 for drilling at Cherry Valley Dam site, in Tuolumne county.

SACRAMENTO, Calif., contract awarded to A. Teichert & Co., \$43,997 for 7.1 miles repair between Stanislaus River and Manteca in San Joaquin county.

OAKLAND, California, contract awarded to Wm. M. Greuned, \$51,997 for alts. to County Welfare Bldg., Oakland.

June 27, 1945

HAYWARD, California, contract awarded to R. Goold & Son, \$19,310 for const. storm drainage system N. Ashland Drainage project in the district.

McCLELLAN FIELD, Calif., contract awarded to McGillivray Construction Co., \$108,869 for overlay paving at McClellan Field.

TRACY, Calif., contract awarded to Fredrickson Bros., \$139,124 for paving work at Tracy.

SACRAMENTO, Calif., contract awarded to W. C. Railing, \$26,341 for highway repair between Navarro River and Mendocino.

TOOELE, Utah, contract awarded to W. W. Clyde, \$23,775 for open storage sites Tooele Ordnance Depot.

June 28, 1945

CAMP SHOEMAKER, Cal., contract awarded to Parker Steffens & Pearce, \$171,275 for additional facilities at Camp Shoemaker Naval Hospital.

SANTA ROSA, Calif., contract awarded to Union Paving Co., \$58-

838 for const. rocket facilities at Santa Rosa.

ALAMEDA, California, contract awarded to Dinwiddie Const. Co., \$546,972 for modernization of test cells, N.A.S., Alameda.

CROWS LANDING, Calif., contract awarded to Scott-Buttner Electric Co., \$27,976 for taxiway lighting at A.A.S. Crows Landing.

OXNARD, Calif., contract awarded to Hoagland-Findlay Engrg. Co., \$211,400 for alts. to sewage treatment plant at Oxnard.

NAPA, Calif., contract awarded to T. E. Connolly, for grading in Conn Valley, Calif.

OAKLAND, California, contract awarded to Monson Bros., \$152,617 for alterations to facilities at U. S. Naval Hospital, Oak Knoll Oakland.

SALT LAKE CITY, Utah, contract awarded to Utah Construction Co., \$218,086 for const. of open storage area and concrete floors at Utah A.S.F., Salt Lake City.

VALLEJO, Calif., contract awarded to E. E. Lowell, \$27,734 for paving Monterey Street, Vallejo.

BERKELEY, Calif., contract awarded to C. L. Wold, \$115,900 for WAC Housing, Berkeley.

SAN FRANCISCO, Calif., contract awarded to W. D. Rapp, \$2,347 for housing area, Pt. Arena, S. F.

July 2, 1945

MODESTO, Cal., contract awarded to M. J. B. Const. Co., \$9,491 for const. motor pool facilities, Hammond General Hospital, Modesto.

ALAMEDA, California, contract awarded to J. D. O'Connor Const. Co., \$814,404 for construction of buildings at Intransit Depot, Alameda.

ALAMEDA, California, contract awarded to J. D. O'Connor, \$459,570 for const. troop housing, Intransit Depot, Alameda.

TOOELE Utah contract awarded to Jacobsen Const. Co., \$66,949 for const. shed covers for ammunition pads, Tooele, Utah.

NAPA, Calif., contract awarded to C. C. Gildersleeve, \$3,240 for construction of bridge over Hulchica Creek, Napa, California.

July 3, 1945

SAN MATEO, Calif., contract awarded to Union Paving Co., \$25,257 for grading, etc., Sunnybrea

Subdivision, San Mateo, Calif.

SACRAMENTO, Calif., contract awarded to Lee J. Immel, \$29,422 for 2.5 mi. surface work between Concord and Ohmer.

SACRAMENTO, Calif., contract awarded to A. J. Raisch Paving Co., \$57,531 for 11-mile repair work in Santa Clara county.

CALIFORNIA POINT, Cal., contract awarded to Williams & Burrows, \$918,220 for const. housing at California Point, Calif.

SAN FRANCISCO, Calif., contract awarded to Minton & Kubon, \$7,973 for const. bldg. at U. S. Coast Guard Station, Half Moon Bay, Calif.

SAN FRANCISCO, Calif., contract awarded to Monson Bros., \$146,315 for const. barracks addition, U.S.C.G. Air Station, So. S. F.

HUNTERS POINT, Calif., contract awarded to M. J. King, \$58,939 for const. supply service bldg. Naval Dry Docks, Hunters Point.

July 5, 1945

BATTLE MOUNTAIN, Nevada, contract award recommended to H. W. Polk, \$439,295 for clearing, grading at Battle Mountain, Nevada, Airport.

OGDEN, Utah, contract awarded to George Whitmeyer & Sons, \$13,849 for const. additional water distribution well drilling at Ogden Arsenal, Ogden, Utah.

OGDEN, Utah, contract awarded to Gibbons & Reed, \$33,556, for const. of railroad spur tracks at Ogden Arsenal, Ogden.

HOLLISTER & MONTEREY, Calif., contract awarded to Granite Const. Co., \$139,600 for const. of facilities at Naval Aux. Air Station at Hollister and Monterey, Calif.

SAN FRANCISCO, Calif., contract awarded to Ocean Const. Co., \$38,430 for removing ferry slip dolphins at Ferry Building.

BERKELEY, California, contract awarded to Lee J. Immel, \$3,065 for surfacing of Rose St., Berkeley.

BERKELEY, California, contract awarded to Lee J. Immel, \$4,060 for paving of Derby St., Berkeley.

BERKELEY, California, contract awarded to Lee J. Immel, \$5,825 for paving of Virginia St., Berkeley.

BERKELEY, California, contract awarded to Lee J. Immel, \$6,042 for paving Allston Way, Berkeley.

BERKELEY, California, contract awarded to Ransome Co., \$5,504 for paving Derby St., Berkeley.

OGDEN, Utah, contract awarded to Geo. Whitmeyer & Son, \$5,503 for const. of building at Ogden Air Depot, Ogden, Utah.

YOSEMITE, California, contract awarded to Henry Arian, \$17,626 for installation of alarm system, Naval Hospital, Yosemite.

SAN BRUNO, Calif., contract awarded to L. C. Smith, \$2,711 for paving on parking area, N.A.B.P.D. San Bruno.

SAN FRANCISCO, Calif., contract awarded to J. D. Proctor, \$25,950 for repairing Pier 33, S. F.

OAKLAND, California, contract awarded to Robt. L. Wilson, \$15,331 for const. 5 classroom units at Brookfield Village, Oakland.

July 6, 1945

CALIFORNIA POINT, Cal., contract awarded to Duncanson-Harrelson, \$3,330,730 for construction of piers at Calif. Point, Calif.

July 9, 1945

SACRAMENTO, Calif., contract awarded to Clements & Co., \$27,797 for about 6 mi. repair in Alameda county.

OAKLAND, California contract awarded to Geo. M. Robinson, \$348,709 for sprinkler protection, Oakland Army Base.

SACRAMENTO, Calif., contract awarded to John Burman & Son, \$19,083 for about 0.17 mi. grade surfacing in Mendocino County, Calif.

NAPA, Calif., contract awarded to E. E. Lowell, \$91,434 for const. approx. 4.25 mi. new highway in Conn Valley, Napa County, Calif.

SACRAMENTO, Calif., contract awarded to Brown, Doko & Baun, \$28,509 for 12.8 miles repair between Hanford and State Hiway 4, Tulare County, Calif.

ALAMEDA, California, contract awarded to J. H. Pomeroy Co., \$214,214 for additional housing at N.A.S., Alameda.

SAN FRANCISCO, Calif., contract awarded to J. G. Grattan, \$21,952 for drilling drain, Sutro Reservoir.

July 10, 1945

SAN FRANCISCO, Calif., contract awarded to S. F. Water Dept., \$13,232, for laying mains in Embarcadero Area, S. F.

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:

Much of the time in June was spent in negotiating agreements with various companies throughout the state. The agreement for the Engineers and the Utah Copper Company has not been settled as yet, there being 5 issues still in dispute, which we hope to have cleared up and the agreement signed before you receive your next paper. However, if any of these issues cannot be negotiated they will remain in dispute and will have to go to the Regional War Labor Board.

We have been successful in negotiating agreements with the various contractors working for the Stanolin Pipe Line Company throughout Colorado, parts of Wyoming and Utah. These agreements are only secured after the local unions have been put to considerable expense and a great deal of work and worry and at this time we wish to thank all the Railroad Brotherhoods and especially their General Chairman, Mr. L. B. Duffin, for the help they gave us in our trouble. We are much indebted to them and will be only too happy to assist them should they need help at any future date.

Committee Praised

Our Negotiating Committee representing the Building Construction Trades Council, Brother John MceKan and Brother Dick Roberts, deserve the highest praise possible. They did a wonderful job in securing the Pipe Line agreements.

Brother Ledingham in his article gives a clearer picture of these jobs as he has been looking after them, so I will not report further on them.

Brother Tom Barker, representing Engineers Local No. 9, and the Building Construction Trades Council of Grand Junction, Colorado, paid us a visit on June 30th. We were very happy to have Brother Barker visit us as it was the first time we have had an opportunity to meet him, and we worked out details for handling these border line cases. I hope to return his visit in the near future.

Few Large Jobs On

At this time we do not have any large jobs whatsoever, the majority being on the small and the short side of things. However, the general conditions are improving as our general grievance with contractors can be confined to one firm and these difficulties of a minor nature. It takes time to enumerate these various jobs as they are scattered over the entire state and many of them will be finished before you receive this paper and the contractor moved to other work, so I will not enumerate them.

Brother Van Winkle has been successful in lining up a great deal of school work in the southern part of the state which never before was worked with union labor. While there is little in this type of work for engineers, other locals were greatly involved.

Forty-Hour Week

It is apparent that we are rapidly drifting back to the 40-hour work week, Monday to Friday, exclusive in this district. We have had a great many inquiries through our various offices in Utah in regard to this and I wish to take time to explain to our members and others who read the paper, that long hours conflict with union principles. It has always been the practice and the customs of the unions to try to secure a living wage based upon shorter hours

of employment, whether in Local No. 3 or other international unions. The overtime provisions of double time, which were reduced to time and a half as a war measure were never written into the union contract for the purpose of securing additional pay. The overtime rate of pay was written as a penalty upon the employer in an effort to discourage them from working over 8 hours per day.

Many, many bitter battles have been fought during the last 27,000 years to secure a living wage and shorter hours for those who toil for their livelihood. The efforts that your unions have put out in the past must not be neglected in the future and every effort must be put forth to secure an adequate wage, based upon a shorter work day in order that those who toil may live like human-beings and have an opportunity to partake of the better things in life.

Brother Flyer Killed

We will close this month's news letter in memory of Brother Howard Nikolaisen, who took a Service Withdrawal in June, 1943, and entered the Army forces. Brother Nikolaisen had been promoted to the rank of Lieutenant in the Air Force and was completing his training as a fighter pilot, when he was killed last Saturday in Florida. Services for him will be held in the Roy Ward, near Ogden.

C. L. CASEBOLT.

From Ogden:

Continuing my last month's news letter concerning the 157 miles of pipe line let by the Utah Oil Company to the following contractors: The Industrial Engineering Corporation of Bartlesville, Oklahoma, for the covering and treating of the pipe, Anderson Brothers Construction Company of Houston, Texas, Sherman and Allen, Contractors of Houston, Texas, and R. H. Fulton, Contractors of Lubbock, Texas, to dig trenches and lay the lines.

There are three separate trucking firms who will haul the pipe in Colorado and Wyoming, one firm from Casper, Wyoming, one firm from Tulsa, Oklahoma, and the other from Raytown, Missouri. The Tulsa and Missouri firms have contacted the Building Trades Council for agreements and application before moving in to commence work, however it looks as though we may have to arrange a conference with the Wyoming firm to bring them into line.

Thank Ahsworth Co.

The Ahsworth Trucking Company of Salt Lake City will do the hauling of pipe between Salt Lake City and Ogden for Anderson Brothers. This firm has long been union. We wish to extend to them our thanks for the help they gave us in securing the above agreements and I want to assure them that we will use every effort to assist them in the future.

Last week I made a trip to the oil fields, going as far as Craig, Colorado. On this trip I covered all the union firms and contacted several non-union firms in that area. There are 32 drilling rigs working in Utah and Colorado at present. Many of them have com-

Sign Up Pipe Lines

Pipe line companies work non-union in most of the states and they were determined to operate open shop here. After two weeks of trying to get agreements at Salt Lake and Ogden Building Trades Councils went all out for a Union shop. On the 15th of June all four

contractors were under agreement. The agreement covers their operations in the State of Utah, Colorado and Wyoming.

In the three states are large oil and gas fields and in the near future it should be one of our big industries. These agreements will be a big help in organizing the oil workers.

The construction work in Utah has been slow for June. There are a few men out of work, but some small jobs have been let the past week and more are coming up. Reynolds Company has a small road job at Show Basin, east of Ogden, which will start soon. Enoch Smith has a small sewer job which will start soon.

We have just signed an agreement with the Utah Construction Company, who have a contract for flat concrete paving, at the Second Street A. S. F. Depot.

SCOTT LEDINGHAM.

From Provo:

The regular meetings of Operating Engineers Local No. 3 will be held the second and fourth Wednesdays of each month at 8:00 p.m. in the Laborers' Hall, 35 North Third West, Provo, Utah. Schedule of the next four meetings is July 11th, July 25th, August 8th and August 22nd.

Every member is urgently requested to attend every meeting possible. Every effort is being made to make the meetings interesting. By attending the meetings we learn to work together voluntarily as a group and learning to work together is necessary if we are to make democracy work in the labor movement. We are not going to make democracy work in the Nation and in the World if we don't learn to make it work in our immediate neighborhoods.

Office Hours Given

The Provo office is open each Monday to Friday from 9:00 a.m. to 12:00 m., and 1:00 p.m. to 5:00 p. m. On Saturdays the office is open from 9:00 a.m. to 1:00 p.m. Your attention is drawn to the fact that the office is open each Friday night from 6:00 p.m. to 8:00 p.m. for your convenience. You are urged to drop in on that night if it is inconvenient for you to call at the office during regular office hours.

The Provo office is located at 232 West Center Street, Provo, and all mail should be addressed to that address. In mailing in checks, money orders, etc., for dues, payments on applications, etc., they should be made payable to Operating Engineers' Local No. 3, not payable to the Business Representative.

The telephone number of the Provo office is 630. Charges will be accepted for all outside telephone calls on business that concerns the organization. After hours the Business Representative can be reached (unless attending meetings or out of town on business for the organization) at his home, 340 West First North, Provo, telephone 716-W.

Rules on Stewards

In answer to inquiries and for the information of all, your attention is called to the following section of the working rules governing the selection of stewards: Rule No. 29: On any job where sufficient members are employed, they shall select a steward, who shall serve as such until approved by the Local Union.

It is the opinion of your Business Representative that the first member on the job should act as steward until three (sufficient members) are employed and then they should select a steward. The office should be informed immediately

as to who has been selected as steward. This, so that the company can be informed as to who is steward as stewards will be protected on the job by your union unless there is good and sufficient cause for the dismissal of the steward and it will have to be a good and sufficient cause.

The selection of stewards is important these days with the jobs getting smaller and more scattered and the Business Representative being curtailed in his driving by gas rationing. After the selection of the steward the membership on the job should not leave everything to the steward. Also, don't limit your activities to the Engineers. See that every man on the job carries a union card. Report any non-union men immediately to the office. Let's make our work 100% union. We are the boys that can do it.

Construction Work

The prospects for additional work this summer have brightened somewhat. Rumor has it that WLB will release some paving materials. The State has announced that they may call for bids on some road work this summer. Provo City has just opened the bids on about \$65,000 worth of street work. Low bidder on the street work was Enoch Smith and Sons (a very fine union firm) and Max Jones, a local union contractor, who bid low on the sidewalks. The City is contemplating a quarter of a million dollars of additional street work. This work is at present in the hearing stage.

Big Bond Election

On August 7, Provo will hold a special election to determine whether the City shall issue a million dollars in bonds for the purpose of improving the water system. Contemplated is a million gallon storage tank and considerable ditch and pipe work. Our membership living in Provo are urged to vote "Yes" on this proposition.

The F. H. McGraw Co. has started a quarter of a million dollar job at the Pacific States Pipe Co. at Ironton. There is some chance that this may turn out to be a bigger job. This company's blast furnace job at Geneva did not turn out to be as large as contemplated due to cutbacks causing the job to be skimped.

Other work in the area remains about the same with about the same crews. The shift work difficulty at Scofield Dam with W. W. Clyde has been ironed out. Clyde's land leveling job at Enterprise is about finished, I am informed. Ohran Bros. of American Fork, are going to erect the buildings there and will use a cherry picker. Utah Construction Co. has a small railroad job between Milford and Lindle which is going along fine. There will be some additional sewer work in Orem, but whether Vic Newman will do it or someone else I haven't found out as yet.

Geneva Steel Case

The American Federation of Labor's petition to review, make effective or appeal the recent Regional War Labor Board's Directive was heard, I am informed, last Saturday (June 30). There should be some definite information for our next meeting. The Engineer's grievance on the Shovel Operator's scale has been advanced to the fourth step. A decision on that matter should be had by the next meeting.

It is to be hoped that the decision as to whom is to operate the Geneva plant will be made soon. The lack of certainty on that point is, of course, having its effect on holding up necessary and important decisions, both on the part of the Company, the A. F. of L.

and the membership. Organization work will, of course, improve when that decision is made. And there is that little matter of \$73,000,000, more or less, of reconversion work that will certainly make a difference in the picture around here.

—C. R. VAN WINKLE.

Moffett Field part of S. J's prosperity

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will be happy to get home. . . . Just received a letter from the one and only well-known Charley Steele who is stationed at Camp Hood, Texas. Charley says he likes the army fine, but it's a helluva mess deep in the heart of Texas. Charley also says you don't have to worry about the 9240 Ex. Order or time and a half. He says in the Army its mostly "double time". You soldiers and ex-soldiers will know what he means.

Received another interesting letter from Brother Joe Bowling who is stationed at the Honolulu Repair Yard. Joe really must be hitting the ball as he says if he doesn't work fifteen hours a day, he feels lost. . . . Heard from Brother Martin Shirk again from Guam. Martin is in hopes of being homeward bound about October or November. Hope you make it, Martin. . . . In conclusion, any brother wishing the address of anyone mentioned in my report can have same by putting a request on a penny post card.

Labor shortage for dredging getting worse

(Continued from Page 1)
quite difficult for a Business Agent to appoint stewards that are satisfactory to the men. I am asking again that each shift select a steward and send his name in, so I will have someone to contact when I come aboard the dredge.

Plenty of work going on in Sacramento

(Continued from Page 3)
TUESDAY and FRIDAY NIGHTS from 7:00 p.m. to 9:00 p.m., at which time you may transact your Union business and obtain your gasoline and tires.

We are requesting that you fellows take advantage of transacting business on these evenings when the offices are kept open for your convenience.

Our boys in service

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awaiting reassignment at the present time.

Received a letter from Brother J. P. Bettencourt MOMM 3/c, who is stationed at San Diego. He is operating truck crane and says the only difference between working for the Navy and on construction is in the pay check. He would like very much to hear from some of you fellows, so here's the address: U.S.N.A.T.B. Coronado E Comp., San Diego 55, California.

Brother George Hayward paid us a visit last week. Just back from boot camp in South Dakota, he is to go to Camp Pendleton for advanced training. George looks really good—lost a couple of inches around the middle and picked up a really snappy sparkle to his eye.

Another recent visitor was S/Sgt. Gilbert Hager who has been overseas for three years with the Army Air Corps. At the present time he is stationed in Seattle, Wash.