



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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AUGUST 25, 1944

All unionists must vote in November

By C. J. HAGGERTY,

Secretary, California State Federation of Labor

In December, 1941, democracy was faced with its greatest test. It has met this test successfully. On the battle front, on the production front, and in every other conceivable field of activity, democracy has demonstrated its superiority over nazism. It is not hard to find an answer for this remarkable showing. The answer lies in the fact that every citizen in a democracy is interested and has an opportunity to participate as a first-class citizen with full and equal rights. That explains why even though democracy got off to a bad start in the present terrible war, it was able to overcome the tremendous advantages of the fascist nations and is now on the road to victory.

But democracy is meaningless unless the people in it make it a living, real thing. Everyone knows what a slacker is. A slacker can demoralize a whole army. It is obvious to everyone how disastrous the results can be. Equal disasters can also occur in a democracy when there are slackers.

A CITIZEN'S DUTY

One of the elementary duties of a citizen is to vote. This guarantees him the right and the opportunity to choose whom he wants to be head of his government and what policies he wants to support. It is well known that where indifference to voting developed on the part of great numbers of the people in European nations, nazism stepped in. The first sign of weakness is indifference to voting. It is a dangerous sign. A healthy democracy can be recognized quickly by the large number of votes cast and the interest taken in elections. Any person who is too busy to vote is too busy to defend his own interests. No one can be too busy to vote any more than a soldier on a firing line can be too busy to fight or a worker in a factory can be too busy to work.

THE "RIGHT TO WORK" BILL

In the coming election in November, you will be asked to vote on a measure known as Proposition No. 12, which aims to weaken the very democracy we are interested in defending. Everyone who is qualified will have the right to vote for or against this measure. This is as it should be in a democracy. But unless those who are opposed to it are interested enough to go to the polls in November, the measure will pass.

AFL wins shipyard vote: CIO withdraws

NEW YORK CITY—An important and significant election victory was scored by the AFL Metal Trades Council at the Wheeler shipyard at Whitestone, L.I. The AFL unions won by a landslide majority of 1,250 to 472.

William J. Daly, secretary of the metal trades group predicted that this triumph will serve as an opening wedge toward organizing many other non-union ship repair yards in the New York area. He reported to AFL President Green that conditions now look favorable for unionization of several other yards where National Labor Relations Board elections will be held in due course.

The CIO had made an abortive effort to organize the employees of the Wheeler shipyards but gave up prior to the election and decided not to enter its name on the ballot.

Geneva steel may quit at war's end

SAN FRANCISCO. (FP)—Chief bombshell at the Murray small business committee hearings here was the flat statement by Pres. Benjamin Fairless of U. S. Steel Corp. that his Geneva, Utah, plant is running at one-third capacity now and has no plans for post-war operation.

"I am astounded," commented Sen. James E. Murray (D., Mont.), committee chairman. "Our west coast conferences have brought out the fact that full operation of both the Geneva and Fontana steel mills is indispensable to any sound plans for full employment in the west."

The Geneva mill has a capacity of 1,000,000 tons a year. At present the Pacific coast is using 6,600,000 tons annually. Before the war it used 2,400,000 tons. It is estimated that post-war needs will require at least 3,000,000 tons annually.

Rep. Richard J. Welch (D., Calif.) pointed out that more than half the nation's war ships are made on the west coast, while 95 per cent of the materials must be brought from the east. He charged Big Steel with opposing decentralization of the industry.

Murray said that post-war America must provide jobs for 15 million more workers than in 1939 and insisted that the west has greater resources for such a program than any other part of the country. He warned against such chaos as resulted from the termination of the Brewster Aircraft Co. contracts, expressing agreement with testimony by Sec. C. H. Haggerty of the California Federation of Labor.

Haggerty recommended staggering of expiration of shipbuilding and aircraft contracts to avoid an unemployment crisis. "To have them all end at once would be catastrophic," he said.

At least half of the 1,850,000 new workers drawn to California by the war will stay here after it, Oliver Wheeler, research director for the Federal Reserve Bank, told the committee.

Little steel formula may be given up

WASHINGTON. (FP)—There's more than just smoke behind the recurring hints that the Little Steel Formula is on the way to the scrap heap.

American workers will get an official green light to go after wage increases sometime late in September or early in October, but another ceiling will be installed to check the over-enthusiastic and prevent an inflationary grab that might break all efforts at national stabilization.

It is not likely that the raise will be enough to satisfy everybody, but it will afford a measure of financial relief to breadwinners who have been hurt by soaring living costs and a frozen wage level.

Of course the formula couldn't break itself—and the united pressure of all labor, AFL, CIO, the Brotherhoods and independent unions on the National War Labor Board did the trick.

Layoffs to hit S. F. in September

SAN FRANCISCO. (FP)—First major cutback in this area is due in September when the Hammond Aircraft Co. plant will shut down on completion of its current contract with Douglas Aircraft Corp. Announcement of the pending shutdown brought a charge that lack of planning was responsible from Sec. Emmett Campion of Local 1327, International Association of Machinists (AFL), which holds jurisdiction over the South San Francisco plant.

Campion pointed out that Douglas, for which the Hammond plant subcontracted aircraft parts, has just allocated a contract to the China Aircraft Corp., a new company with inexperienced workers and incomplete facilities. "In spite of this announced layoff, the workers are staying on the job to finish contracts," Campion said.

The union will work through the U. S. Employment Service to find new jobs for the laid-off workers.

Swanson reports victory in Utah

By VICTOR S. SWANSON, Business Manager, Local 3

Since our last monthly News was published, several important matters concerning Local Union No. 3 have taken place.

On my recent trip to Utah and Nevada I contacted several jobs as well as our offices in the two states. When I arrived at the Labor Temple at Salt Lake City a meeting of the representatives of the various unions involved in organizing the Geneva Steel Plant at Provo, Utah, was in progress, and a most important question had come up.

The question was whether the AFL Union should take part in the election at the Geneva Steel Plant between the AFL and the CIO. This all-important question was not settled that day, but another special meeting was called for the following day. At that meeting it was agreed by a unanimous vote that all the organizations involved would take on the fight. The National Labor Relations Board set the date of election for August 1 and 2. This election was for representation in one of the nation's largest steel plants, and it was most gratifying to the A. F. of L. since we won in a manner which leaves no doubt in anyone's mind that the employer of this great plant favors A. F. of L. organization—and wisely so. One of the outstanding reasons for winning this election must be contributed to perfect harmony between all unions involved.

Kilgore bill dies in Senate

WASHINGTON. (FP)—A coalition of Republicans and Polttax Democrats killed the labor-indorsed Kilgore-Murray-Truman reconversion bill August 11 by accepting the states' rights plan of Senator Walter F. George (D., Ga.) after a week long debate. The vote was 47 to 25.

Soon afterwards the Senate passed the bill as amended by George and it was sent on to the House, where administration forces hoped a better plan to deal fairly with unemployed warworkers and veterans could be worked out.

Sen. Harley M. Kilgore (D., W. Va.) attempted to eliminate the carefully cultivated belief of the opposition that his is a "\$35 every Thursday" bill. He showed that the earnings qualification would disqualify four out of every eight workers and the dependency qualification would eliminate three out of the remaining four, so that only one of eight workers would be entitled to the top unemployment compensation figure of \$35 a week.

KEEP FAITH WITH THEM!
BUY MORE WAR BONDS

AFL wins election at Geneva Steel plant

By H. L. SPENCE

Business Representative

PROVO.—The American Federation of Labor is the bargaining agency at the Geneva Steel Plant and the Kiegly Quarry. That was the result of the NLRB election Tuesday and Wednesday, August 1 and 2, 1944. Nine hundred and thirty-two employees preferred the AFL to 874 for the CIO. Only 32 voted neither. There were only three void ballots and seven challenges. 2,272 were eligible to vote. The election, in the opinion of AFL officials, was a very clean

one and the results were certainly gratifying.

Much credit for the result is due to our membership who worked diligently and faithfully on the plant site. I would like to mention some of these by name, but there are so many of them I am afraid space will not permit giving credit to everyone to whom credit is due. I hope our membership, even though unnamed, will accept this little paragraph as my sincere and appreciative thanks for the very fine work that they did through this election campaign.

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Speaking for the Operating Engineers: everybody worked hard and is entitled to much credit. The fight was a long and costly one so far as Local No. 3 was concerned, but it was a job well done and from now on we don't expect to lose any elections to the CIO.

LOCAL 3 INTERVENES

Another outstanding and unusual event took place July 29 in San Francisco. The National War Labor Board for the Tenth Region heard a petition of the Operating Engineers Local Union No. 3 for permission to intervene as party in interest in an imaginary dispute case between the Associated General Contractors Northern Chapter and several locals of the International Association of Machinists Union where they attempted to sneak over an agreement for some 46 northern counties of California covering heavy duty repairmen, of which 90 per cent are members of Local Union No. 3 and approximately 10 per cent of the Machinists or some other union. When the Board learned this, the permission to intervene was of course granted. The Board further referred all

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Register! Vote!

Every member of union labor has a big stake in the coming national elections. All organized labor has thrown its weight behind the candidates of its choice, candidates who are committed to a win-the-war policy and to a program of lasting security after the war.

In California labor's stake is particularly great. Here such measures as the mis-called "Right to Employment" referendum, Proposition No. 12, endanger the rights which labor has won through years of struggle.

To vote FOR your candidates and AGAINST such measures as Proposition No. 12 you've got to be registered. So—

REGISTER BEFORE SEPTEMBER 28.
VOTE NOVEMBER 7.

Swanson on Utah victory

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matters and issues in dispute among or between the several parties thereto to the National War Labor Board in Washington, D. C. for its consideration and determination on the basis of the record in the proceedings before the Tenth Regional War Labor Board.

I refer to this case as most unusual since the machinists insisted that they should be allowed to sign contracts covering all heavy duty repairing of heavy duty equipment; realizing, as they must do, that 90 per cent of all heavy duty repairmen in Local No. 3's jurisdiction are members of our local. In presenting the argument for the machinists, their attorney argued somewhat contrary to union principles, at least contrary to Local No. 3's principles. He contended that the Operating Engineers had been successful in establishing higher wages and better working conditions for its members than has the Machinists Union. For that reason, said he, "The machinists are leaving their unions and joining the engineers so they, too, may enjoy better wages." He then asked that the War Labor Board issue an order which would prevent just that. What an argument for a labor union to advance! Surely every labor union should always try to advance the best interests of its membership. If not, the members should rightfully leave, and that is just what seems to have happened in this case—and now the attorney for the Machinists Union is asking the War Labor Board to prevent "just that."

LOCAL 3'S STAND
May I say to all our members on construction jobs that the repairing of all heavy duty equipment which we operate is our work; and we intend to keep what we now have, and also get the balance which is about 10 per cent.

It is the duty of each member to see that all such work is done by members of Local No. 3 and don't let anyone tell you differently. By controlling all the work which has been awarded to the Operating Engineers by the Building Trades Department of the A. F. of L. we will be in a good position to secure better wages and working conditions which we are entitled to. Pending this case, we will not sign any contract with any firm, member of the Northern Chapter of the Associated General Contractors of America, nor with the Chapter itself. However, we will and can negotiate agreements which we will sign after this case has been heard. We are now ready to start negotiations for a master agreement. Should the Northern Chapter not desire to meet with us to negotiate such an agreement, we shall, of course, proceed to negotiate with every contractor who may employ our members since we must have agreements to protect our membership.

We have already 34 signed agreements by individual contracting firms, members of the Northern Chapter of the Associated General Contractors. We have also a signed agreement with practically every contractor not members of the Northern Chapter. We much prefer to sign a master agreement with the A.G.C. instead of having to negotiate some 300 separate agreements.

I have dealt in some length with this matter so that each member may understand our position. The reports from our various business agents indicate that work is plentiful, and all members working.

We now have 1632 of our brothers from Local No. 3 fighting on every front in this global war, and we are all proud of them. Let us all work hard to preserve this union so when they return, their jobs will be protected.



Cannery workers must join union, is WLB ruling

SAN FRANCISCO. (FP)—The 10th regional War Labor Board issued its rules for wartime emergency workers in canneries after a 3-day hearing between the California Processors & Growers Association and the Cannery Workers Union (AFL) representing some 70,000 workers.

"Victory workers" who work more than two weeks must thereafter pay a 50c weekly fee to the union. All employees must have clearance cards from the union to obtain a job. The union's request that volunteer workers be required to join the union was denied by the board with the dissent of the labor members.

The board also ordered discontinuance of the makeup system of paying piece workers, originally initiated by the state industrial welfare commission to protect slow workers. Instead the WLB ordered a minimum hourly guarantee of 80c for the first two weeks and 70c thereafter.

The WLB ruling provides for extension to men as well as women of time-and-a-half overtime provisions now in effect, retains the union shop (with exception of the provision cited for volunteer workers) and provides a week's vacation after 1600 hours service.

AFL union triumphs in American Brass Co.

KENOSHA, Wis.—The American Federation of Labor scored a major victory here at the National Labor Relations Board election held among employees of the American Brass Company.

The vote for Federal Labor Union No. 19322 was 1,161 while the CIO was able to muster only 597 votes.

Engineers still fight Utah Copper

By L. G. OSTLER

SALT LAKE CITY.—Utah Copper Co., long one of the most anti-labor organizations in the west, is continuing its program of opposition to organized labor despite court orders and labor rulings forcing recognition of unions at the greatest copper-producing properties in the United States.

Although contracts have been signed between the AFL and the company, Utah Copper has refused to live up to contractual agreements, especially refusing to correct injustices in seniority rights.

Operating Engineers of Local 353 will attempt to correct this situation when we obtain an arbitration clause in our contract with the copper company.

Membership at Utah Copper now includes all engineers, except two, employed in the open-cut copper pit.

Operating Engineers attended a War Labor Board hearing at Denver on July 20 to settle eight disputed articles of the Copper Company contract. As with all relations with the Company, whether supervised by a government agency or not, the fight was a difficult one, but the outlook for the union cause is promising.

Three AFL unions—Engineers, Machinists and Electricians, negotiated a joint agreement and sat in jointly at the Denver hearing, **CIO MAKES SWITCH**

The CIO, during the Denver hearing, changed a previous policy for higher wages and asked the War Labor Board only for a 30 cent a day pay raise for track laborers. This would result in a wage increase from \$6.15 to \$6.45 per day for these workers. As for the rest of the crafts at Utah Copper, the CIO said wages were virtually in line with pay rates elsewhere in the non-ferrous metals industry.

Actually, a wide differential in pay rates exists. One example is shovel operators. At Utah Copper

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Haggerty's message to unionists

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member, a minority of voters will be able to put over this proposition and thereby undermine every union contract now in existence.

This proposition will not only destroy the foundation of trade unionism, but it will force the millions of wage earners in this state to work for starvation wages. Control of wages will be in the hands of the employer, for employees will be unable to bargain with any strength against the superior resources of the employer.

Furthermore, the rights of free speech, press and assembly will be restricted if Proposition No. 12 becomes a law.

WHAT THE BILL MEANS

The proposition forbids any person to impair, abridge, or interfere with the right of an employer to hire a non-union employee. This means, in simple language, that if a preacher wanted to speak against such a policy, if Parents and Teachers Associations decided to meet to protest such action, or if an editor of a newspaper wanted to argue against such an unequal and discriminatory plan, they all would be restrained from doing so, and if they persisted in ignoring such restraint, they would be guilty of contempt of court.

Since this proposition does not add anything to what the employees in this state have a right to do already, since it will only add confusion and bring disaster to the present stable relations between management and labor, and since it will definitely interfere with the constitutional rights of every citizen in the State of California, it is absolutely imperative that every member of every labor union should exercise his right and perform his duty to vote against this measure in the November election. This is how to protect our democracy, and this is how to keep it healthy and strong, by going to the polls on election day and voting NO on Proposition No. 12, which is aimed to weaken the very democracy which gives us the right to express our opinions.

Ship repair meetings to be resumed

By HARRY METZ

Business Representative
SAN FRANCISCO.—The Shipyard Stabilization Committee is scheduled to resume their meeting in San Francisco starting August 14, 1944. This meeting is a continuation of the meeting recessed in Portland, Ore. and will be confined to problems concerning ship repair work.

The Tenth Regional War Labor Board has reconsidered the Henry J. Kaiser Co. case concerning the Olympia, California plant. The Board turned down the first application which was appealed and now approved the application in full.

In the recent case of the Dredge Owners against the Operating Engineers, the War Shipping Panel has approved an increase of five cents per hour in contract rates in all classifications except Chief Engineers retroactive to March 1, 1943. This is some help to us. Maybe not all we would like, but in view of the fact that over 90 per cent of all cases asking an increase in wages before the War Labor Board have been denied, we should feel rather pleased, as the ruling provides for retroactive pay.

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Register before
September 28!
Vote Nov. 7

AFL wins election at Geneva Steel plant

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I feel, also, that a great deal of credit is also due to the fine untiring leadership shown by the AFL officials. Especially would I like to commend Brother Irvan J. Cary, AFL representative, who, although not coming into the campaign until late, showed a fine grasp of the situation and pitched in in a fine manner. Brother C. L. Casebolt, Business representative of the Engineers and Secretary-Treasurer of the Utah Metal Trades Council, is also entitled to commendation. Without his help I am sure that the campaign would have bogged down many times. Brother A. B. Wadman, Business Representative of the Engineers, who was sent in by Brother Swanson to assist, did yeoman's work. Brother Charles Holts, President of the Utah Metal Trades Council and International Representative of the Ironworkers, appearance on the scene at various times was very inspiring. Brother Don Cameron, of the Carpenters International, came in during the last few days and was of great assistance.

LOCAL BROTHERS HELPED

Locally we had a number of brothers who assisted to a great extent. Brother C. R. Van Winkle of the Engineers and Secretary-Treasurer of the Utah County Central Labor Council, was always on the job and ready to assist. Brother Spencer Madsen, Business Representative of Carpenters' Local Union No. 1498 of Provo, was always willing to help, whether it was wading through the snow last winter or visiting people in their homes to talk AFL to them. There were also many others which space doesn't permit me to mention, who were always on the job. It was team work of all that won the victory, and I feel that we made history for the AFL and have shown the entire AFL movement how the CIO can be beaten because we were united and united we can win any fight we go into. I only hope that the lesson has been well learned.

KIEGLEY RESULT

At the Kiegley Quarry the result showed that twenty-five preferred the AFL to seventeen preferring the CIO. At this plant no one voted neither and there were no void or challenged ballots. The results were very gratifying to me personally as this was my particular personal assignment, and I spent much time on the job. I made a house-to-house campaign, and want to say that I had more than my share of help from the membership employed there—for without them I would not have

been able to have found where the employees lived, and I am sure I could not have succeeded as well as I did. The employees of this plant live over a widely spread area and a majority owns farms of various sizes, and it was a job to get around among them and to visit them. Many times I had to assist them in their farm work while talking to them, and I will never forget the time I helped one of the employees butcher a pig while converting him to the AFL. I have often wondered who suffered most—the pig or myself.

GENEVA STEEL PLANT

Construction work at the Geneva Steel Plant is rapidly nearing completion. The cost-plus negotiated contracts were terminated the first of this month, and the McGraw Company, Foley Electric Company and the American Bridge Company are to finish the project. There is considerable work left but there will probably be a slight lull while the three companies, mentioned above, get straightened around and the contracts signed. There is also considerable talk here of additional work at the plant, and I feel that the construction work at the plant will probably drag out for a number of months if not years. I have arrived at this conclusion after talking to a number of experienced steelmill construction men, who have told me their experiences at other mills.

Layoff of our members at the plant has been so gradual that it has been almost unnoticeable, and at no time have we had a great influx of members coming into the office stating that they were laid off. This has certainly been of considerable assistance to us in the office.

We have a number of small jobs outside of the plant, and all of them are proceeding as nicely as possible considering that many of them are being done by contractors who have operated under union conditions only a short time.

OTHER JOBS

The Carl B. Warren Company has completed the first part of the pipe work of the Salt Lake Aqueduct and the pipe plant will close down for approximately four weeks while they wait for the steel to arrive so that they can start the second project, which is a considerably larger job. Most of the crew at the Pleasant Grove plant will be transferred to Provo Canyon on the pipe laying job while waiting for the pipe plant to start again. This company is going along very nicely considering the type of work they are doing and the trouble we are having with the Bureau of Reclamation.

The J. B. and R. E. Walker Company, who have a contract to construct a canal in Provo Canyon to northwest of American Fork, a job of several miles length, are now under signed Building Trades Agreement, according to Brother C. R. Van Winkle of the Building Trades Council. Brother Van Winkle informed me that the carpenters on the job had some trouble last week and sat down and insisted that the contractor sign an agreement before they would go back to work. This contractor was formerly a trucking contractor and experience in other parts of the state shows us that his work must be watched very closely. This is also a Bureau of Reclamation job and considerable difficulty at times is being had with the Bureau to get them to recognize our conditions on construction work. However, they are gradually being straightened out and we all have hope that eventually their work will proceed properly under building and construction trades rules.

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Foss gives out Everything's peaceful the news from in the San Jose district San Rafael

By H. O. FOSS

Business Representative

SAN RAFAEL—A. G. Raish busy Marin and Sonoma Counties. Brother Bill Russell in charge on North End. . . . Our friend Eddie Forde getting off to a late start this year but doing okay. Eddie keeps usual crew busy. . . . Harold Smith of Calistoga has small job above Fort Bragg. . . . Goheen Construction Co. of Mill Valley with old-timer Brother Yoder at shovel controls, leveling off hills. Brother Tom Rush with Bob Stone assisting in charge on this project. . . . Hutchinson Co. at Greenbrae finished loading ramp for rip rap up river.

Macco Construction Co. have a small job California City. Basalt Rock about ready to supply rip rap and fill from "Daniels" Old Quarry. Have elaborate installations and expect to be able to load 200 tons per hour. Union Paving Co. finished the 1st at Cotati and started their new job for Navy on Letty Tract, Santa Rosa. Brother Red Allen in charge. J. Spalletti getting out gravel for these projects. Brother J. Clarity says bucket too small and sticks too short. . . . Taylor Gravel Co. with "Tiny" Stewart very busy at Healdsburg. Basalt working two shifts same place.

Watkins and Warner trying to finish up on Highway job in the Boonville district. Burman Brothers successful bidders on a re-surfacing job in this vicinity. . . . Maurer repairing on Eel River bridge between Rockport and Highway 101. . . . Teichert busy trying to get Mendocino Air Port paved. Have had many problems to overcome. . . . Carlin should be finished on grading on this project at this time.

Casson and Ball with a small crew tapering off on the Vallejo Napa Highway job. . . . probably will take the crew to Fairfield. Fredrickson Brothers right on beam, on their big job at Benicia. All local contractors are busy in the Vallejo district. . . . Piombo Bros. also on Hamilton Field on a sub-contract. Also Sorenson and Harney's jobs are to be completed on the field.

Our old friend Geo. Bobst is improving in the Napa Hospital. . . . Brothers Atkinson and Flynn Hutchinson employees will be on the job soon, we hope! . . . Brother Edward D. Rodgers was accidentally killed at the Basalt Plant on July 29th. . . . No other news in this territory. . . . We still need oilers!

Nevada AFL holds 3-day convention

By JOHN DeLAGRANGE
Business Representative

The second annual convention of the Nevada State Federation of Labor was held July 28, 29 and 30. Brother Frank J. Bacigalupi was re-elected president without opposition. Sister Paula Day, secretary-treasurer, declined the nomination and "Hy" A. Forgeron from Las Vegas was elected secretary-treasurer. This was the most constructive piece of business that was accomplished at the convention, for the good and welfare of the Nevada State Federation of Labor. There was also four new vice-presidents elected. Brother Wm. Rowe, member of Local 3, was elected at a meeting held at Ruth, July 27, as a delegate to represent Local 3 at the convention.

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M. G. MURPHY, Business Representative

San Jose—Everything is going along peacefully in this locality and prospects for the future look good. I understand the General Electric Corporation is negotiating for the purchase of extensive properties in this district on which they will erect a large manufacturing plant. San Jose is fast becoming an industrial city, and its future looks bright.

Hollister Air Base is progressing very nicely under the guidance of Lieutenant Christensen. Granite Construction Company is doing a portion of the work but the bulk of it is being done by the E. T. Haas Company.

Aromas Quarry is running full blast and everyone is happy.

Monterey—Understand a \$200,000 cannery is to be constructed here very shortly. To date, I have no further information on the harbor and wharf installations which I mentioned in my last report. The Monterey Navy Base is contemplating the extension of its runways. I understand the job will be in excess of \$500,000. Let's hope it develops soon.

Salinas is quiet with the exception of the usual maintenance and some light construction in the locality.

King City and San Ardo are showing activity on the highways. Granite is doing the job with a crew of old-time, competent operators, namely, Brother George "San Mateo" Freeland, Al Bone, Benedetti, Kolb, Bailey and Ojeda. They are all doing a good job.

Camp Roberts is quiet with the exception of one small job which is also being done by Granite and the regular maintenance crews.

Santa Cruz, Felton and Boulder—Not showing any activity other than our little gravel plants near Felton.

Camp McQuaide has a little work but of minor importance.

Moffett Field—When this project really gets going we expect a great deal of activity. As you no doubt have read in the daily press, Moffett in the next few months will spend many millions of dollars for the purpose of research in the aeronautical field. As I mentioned before, at the present time Carl N. Swenson and Pittsburg DeMoines Steel are the chief contractors. When this field is completed we expect it to be the Lakehurst of the Pacific Coast.

We know you have also read in the daily press about the widening of the Bay Shore Highway. The portion to be done in this district should get under way before long but so far I have nothing definite about it. . . . Will soon fall heir to a little P. G. & E. pipeline job. It is now in Brother Clem's territory but before many days will spread to Milpitas. . . . Oh yes, my baby shipyard is still operating one shift at Alviso. . . . Brothers Leo Riley and Don Whiteman, our able and competent stewards of Permanente Metals at Moss Landing, have things well in hand and everybody is supporting a pretty blue and white button.

News from and About Our Brothers—Brother Art Davidson is home on furlough and is expecting to go to the South Pacific. At present he is stationed at Camp Beale. . . . Brother R. L. Thompson is headed for Alaska with the U. S. Engineers. Think he is one of the many partners in the construction of a railroad somewhere up there. . . . Brother Ed Souza is now in the U. S. Navy at Farragut, Idaho. . . . Brother Carrol Wood has returned from Alaska. . . . Brother Chet Russell is in the Army and has selected the Transport Service.

Brother Emery Anderson got itchy feet and is back in the Merchant Marine again. . . . Brother A. J. Battin has reported back for work again after three and a half months of inactivity due to a broken arm. . . . Carl Schaffer has recovered sufficiently from a major operation to report back for duty anywhere. . . . Brother Virgil Wolfe is to be confined to a sick bed for many months to come so I have been informed as a result of his recent spine injury. . . . Brother Sgt. O. T. McCarty was in for a visit the other day from Camp Ord. McCarty says the Army isn't so bad. . . . Brother Jack McGuire is now stationed at Camp Shelby, Mississippi, where he is learning to erect pontoon bridges. Jack says he has spent all of his life at grading and paving and now the Army is making a bridge man out of him. . . . Brother William A. "Handsome Bill" Crosson is now in Officers Training School at Fort Belvoir, Va. . . . Heard from Brother Paul Harper, who is now a coxswain somewhere in the South Pacific. Said he had two liberties

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This girl in slacks invests her dough in the finest, truest cause we know.



But the best we can wish this Brainless Beauty is a ten mile drop—and no parachute!

News from the San Francisco office

By PAT CLANCY and P. E. VANDEWARK,
Business Representatives

What's doing on the jobs

In San Francisco and San Mateo County working conditions are still on the upswing.

On Treasure Island, Mercer & Fraser Company, J. D. Proctor, Standard Builders, Devilbiss, and Western Foundation Company are employing several of the members on piledriving, pier work, rip-rap placing and building excavation.

Ben C. Gerwick was low bidder on additional work at Hunter's Point, which consists of the excavation for new finger piers.

Bethlehem and Marinship are about the same as always, with calls for additional oilers, a regular procedure.

A. Soda & Son are starting a sea-ramp at the Pan-American Air Base, which will involve a few engineers.

Charles Harney has a new housing project involving a great deal of imported fill material, which keeps two shovels and several cats busy.

Eaton and Smith are still doing street paving on the Metropolitan Housing Project, as well as the track removal on 24th Street and repaving.

At Hunter's Point the Pacific Bridge Company, Barrett & Hilp, Macnson, E. T. Haas, Charles Harney, J. Pitcher Company and Ben C. Gerwick, are performing all kinds of construction work, from test drilling to the testing of drydocks along with the installation of public utilities and completion of submarine drydocks.

MacDonald and Kahn are busy with the housing projects on Ridge Point and on Vermont Street. They

are keeping several of our members busy.

Rosenberg Brothers have several small jobs about San Francisco which keep a few of our members steadily employed.

Fay Improvement Company and Lowrie Paving are doing public utility work and street paving on several small jobs in San Francisco and San Mateo Counties.

Matson Navigation Company, United Engineering Company, and General Engineering Company, who are doing ship-repair, are very slow at the present time due to the lack of ships.

The Macco, M & K job in San Mateo County will not be running full blast until the completion of the Bayshore Overpass. At present there are five shovels work-

ing, and thirty-seven heavy duty repair men working on equipment to be used on the job. We understand this job has been increased from 2½ million yards to 6½ million yards—which is a lot of dirt in any man's language.

Ford J. Twaites, M & K have started a four-million dollar job near the Tanforan race track. Elmer Ingleson has the contract for the dirt-moving, which is in the neighborhood of 200,000 yards. We have six or seven engineers employed there at the present time. The double-shift will go on some time this week.

The Union Paving Company at the Pan-American Air Base have completed their hot-stuff surfacing job. They have moved some of the equipment in to Lafayette.

The Jones Stevedoring Com-

pany employ a number of our men loading boats for the Navy at the Redwood City Harbor job.

The L. C. Smith job at Tanforan is gradually winding up. W. O. Tyson Company, as well as various other jobs in the San Mateo district are proceeding about as usual. We understand that Belair Shipyard is to be a repair yard in the very near future, as the contract for concrete boats is about through. Things at Western Pipe & Steel have been going along at an even tempo.

The Atkinson yard, Guerin Bros. yard and various other repair yards in the locality still have full crews of repair engineers.

That's all the construction news we have for now. Our time has been pretty much taken up with the negotiations in connection with the heavy duty repair jurisdiction,

Items about the brothers

We have received a letter from "Carolina Smitty," who is in the Army Engineering Corps. Brother Lee Brown, who dropped in last week while on furlough in San Francisco, is in the same outfit. Lee says he will look up Carolina Smitty when he gets back to his base. What a dirt-moving conference there will be when these two brothers get together! Brother Smitty was well known in the Marysville district.

Brother F. F. Smith, who has done a lot of work in this area, is shifter on the Macco, M & K job. Quite a few of the heavy duty repair men have returned to the district to work on this job.

Brother Bill Briscoe has taken the shifting job with Ingleson at Tanforan.

We have a new member who is well known to Macco men and

others who have worked with the outfit. He is Andy Carthey. Glad to have you with us, Andy!

Brother Dave Deaver is still master mechanic for Pacific Bridge Company at Hunter's Point, and still doing a good job for Local No. 3.

Brother Guy Slack, foreman of the Engineers at Marinship, is still

on the job in spite of the fact that a well-earned vacation might do him good.

Brother Paul Edgecombe, steward at Matson, has been very quiet lately. We are wondering if the extra provisions are keeping him too busy.

Brother Gullickson, who has been in the hospital with a badly injured leg, is back in circulation

and was a recent visitor to the office.

Brother James Winsky, one of our stewards at Bethlehem who has done a swell job, is very peaceful lately. We are wondering if he is on convalescent list!

We have received very welcome letters from Brothers George Baker, Primo Ray, and Bob Wallace, "somewhere in the Pacific."

Daily construction report

July 18, 1944
SAN FRANCISCO, Cal., contract awarded to T. E. Connolly, \$113,700 for replacement of Bald Hill outlet shaft and adits, San Mateo County.

SACRAMENTO, Calif., contract awarded to Piazza & Huntly for portions about 4.6 mi. repaired with plantmix surf. between Biggs Road and Oroville Wye, in Butte County.

SACRAMENTO, Calif., contract awarded to E. A. Forde, \$18,881 for 2.6 mi. net length repaired by surf. with plantmix surf. between Napa and Yountville.

July 19, 1944
BERKELEY, Calif., contract awarded to Martin Murphy, \$1,699 for ext. of sewer on Arlington Ave., between San Antonio Rd. and San Luis Rd.

SAN PABLO, Calif., contract awarded to El Cerrito Conc. Co. \$5,570 for const. conc. walks at San Pablo.

July 20, 1944
MARE ISLAND, Calif., contract awarded to Eaton & Smith \$32,392 for rehabilitation of access railroad including regrading, regaging, realigning, reballasting and replacing ties and rails, Naval Ammunition Depot, Mare Island.

July 21, 1944
HAYWARD, Calif., contract awarded to Oakland Sewer Construction Co. \$14,891 for construction sanitary 7 storm drainage sewers in Oro Lomo Sanitary District adjoining 1416 Benton St.

SACRAMENTO, Calif., contract awarded to Heafey Moore Co. \$59,476 for 0.9 mi. grade, pave with PCC pave and surf. with plantmix surf. on waterbound macadam base in City of Oakland on Sequoyah Road, betw. Oak Knoll Blvd. and

San Leandro Naval Hospital.

July 24, 1944
CARSON CITY, Nevada, contract awarded to Isbell Const. Co. \$46,834 for furn. placing and rolling 15,135 T F2 plantmix surf. and 832 T 200-300 asph. cement on present roadway surf. from Reni southerly to Washoe Summit on U. S. Hwy.

July 25, 1944
SAN PABLO, Calif., contract awarded to John Pestana, \$11,132 for const. of vitr. sewer in Assess. Dist. 19.

July 27, 1944
SAN FRANCISCO, Cal., contract awarded to Star Iron and Steel \$268,110 for furn. one 50 ton portal crane, Navy Docks, Hunters Point.

July 28, 1944
SAN FRANCISCO, Cal., contract awarded to Philip Conc. and Const. Co., .22 per sq. ft. for const. sidewalks.

PORT CHICAGO, Cal., contract awarded to De Luca and Son, \$125,300 for const. site work, utilities, etc. for 250 prefabricated family dwellings, etc., Port Chicago.

SACRAMENTO, Calif., contract awarded to B & W Trucking Co., \$14.10 ton for furnishing 100 tons emulsified asphalt, FOB Walnut Creek.

SACRAMENTO, Calif., contract awarded to Krieger Oil Co., for furn. 35 T liquid asphalt, MC 2 delivered 6 mi. south of Pomona-Corona Road.

SACRAMENTO, Calif., contract awarded to Morgan Bros. \$2,288 for furn. 143 T liq. asph. Mc 5, FOB 7 mi. north of Westmoreland and Sandy Beach Road, U. S. 99.

SACRAMENTO, Calif., contract

awarded to Henry Cowell Lime & Cement, \$2.63 bbl. for furn. 180 bbls. cement, FOB Red Bluff.

July 29, 1944
ALAMEDA, contract awarded to Stolte Inc., \$645,400 for const. engine overhaul shop A. A. S. Alameda.

August 2, 1944
SAN BRUNO, Calif., contract awarded to Twaites, Morrison & Knudsen, \$3,987,200 for const. additional facilities at N.A.B.P.D., San Bruno.

ALAMEDA, contract awarded to Johnson Drake & Piper, \$223,909, for completing contract at Naval Air Station.

MARE ISLAND, Calif., contract awarded to San Francisco Bridge Co., \$146,000 for maintenance dredging at Mare Island Navy Yard.

August 3, 1944
SAN FRANCISCO, Cal., contract awarded to Healy Tibbitts Co., \$18,800 for reconstr. the fender pier on the north side and end of Pier 54 on S. F. waterfront.

SAN FRANCISCO, Cal., contract awarded to Baker Bros., \$46,977 for const. 6.501 mi. clearing excavation, etc., in Lassen Co. Calif.

SAN FRANCISCO, Cal., contract awarded to George R. Patterson, \$95,751 for 4.96 miles grading in Amador County, Calif.

SAN FRANCISCO, Cal., contract awarded to Fred J. Maurer & Son, \$67,842 for const. South Fork Eel River Bridge, access road to serve Rockport Red Co. and Juan Creek Lbr. Co. in Mendocino County.

August 4, 1944
SACRAMENTO, Calif., contract awarded to H. E. Parker, \$449,669 for const. levee along Feather River 12 mi. N. of Marysville.

VALLEJO, contract awarded to E. E. Lowell, \$4,402 for surf. paving and sidewalk const. at Vallejo High School.

August 7, 1944
SANTA ROSA, Calif., contract awarded to Union Paving Co., \$280,500 for reconstruction of drainage system at A. A. S. Santa Rosa.

SACRAMENTO, Calif., contract awarded to Case Const. Co., \$319,500 for suction dredging at Junction Point above Rio Vista.

CLEARFIELD, Utah, contract awarded to R. J. Daum, \$721,996 for construction of 1,000 main bar-

racks, including 4 enlisted men's barracks; one Waves barracks; 1 B.O.Q.; 1 mess hall and brig, etc., roads, walks, etc.; Clearfield Naval Depot.

PORT CHICAGO, Cal., contract awarded to Barrett and Hilp, \$5,324,348 for const. of magazine storage bldg. at Inland Storage Area, Port Chicago.

TREASURE ISLAND, contract awarded to Martinelli, \$23,600 for construction of refuse disposal facilities.

HUNTER'S POINT, Calif., contract awarded to Barrett & Hilp, \$83,260 for const. of Submarine Training School at Hunter's Point.

LEO A. SULLIVAN
Attorney-at-Law
1924 Broadway
Oakland, California

Oakland office reports on members and jobs

By AL CLEM, T. D. BRYSON and JOE WALTHERS, Business Representatives

What the brothers are doing

Brother Ben Brown is confined to the San Jose Hospital with a hip injury sustained while employed as a Fireman for the East Bay Ship in East Oakland. We wish Brother Brown a speedy recovery.

Brother Harry Wilson had the misfortune to break his leg when a trencher turned over on him on the Pacific Pipeline job near Pleasanton on July 24. Brother Wilson is confined to the St. Paul's Hospital in Livermore. We trust that he soon will be up and around again.

Brother James Shore called in the office with his fingers still bandaged as a result of his accident of June 1, while employed on the Bechtel McCone Job at Point Richmond. We understand it will be at least two or three more weeks before he will be released from the doctor's care.

Brother Jerry Lindheimer, crane operator in Prefab, Richmond, is ill at the Mt. Zion Hospital, 2200 Post Street, San Francisco. Brother Lindheimer recently suffered a heart attack. We all wish him a speedy recovery.

Brother Paul Barnes left for

Alaska the first part of July where he will be a shovel runner for Macco-Case Construction Company.

Brothers Henry Machado and Jack L. Combs anticipate leaving soon for the Persian Gulf where they have a two-year contract to be employed as Mechanic Foremen on heavy duty equipment with Bechtel McCone & Parsons. Both of these Brothers have previously worked at Whitehorse in the Yukon Territory for Bechtel Price & Callahan.

Only one of our members applied at this office for Service Withdrawal card during the month of July, Brother V. L. Maynard. Brother Maynard entered the Navy on July 11. We extend him good luck!

Funeral services for Brother Arent Knobelaugh, who was a 3C member employed on a dredge, were conducted recently at the Grant Miller Mortuary in East Oakland.

Brother Tom DeCamp is on the Lorraine for Lee J. Immel at Easter Hill.

Brother C. Mort, formerly of

Yard 1 Prefab, swing, is at Port Chicago on a pldriver.

Are you a registered voter?

Registration in Alameda County closes September 28. To register one has to be a resident of California one year, of the county 90 days, and of the precinct 40 days.

For the convenience of members, their families, and friends, we have a deputy in the hall to register voters for the November election. Come in and register!

During the month of July 168 men were cleared to the shipyards. 512 were cleared on construction jobs with Macco-Case at Port Chicago taking the lead.

We are sure that most of our members have heard or read about the recent explosion at Port Chicago in which so many lives were lost.

We regret to report the death of one of our members, Brother Joseph Grange. Brother Grange had entered the Merchant Marine only a week before the tragedy and had been assigned to one of the ships at Port Chicago as a Deck Engineer. He is survived by his wife, Mrs. Margey Grange and a four-year-old child.

Again we would like to call the

attention of the members to Section 17 of the Working Rules: "All members shall wear the Quarterly Button IN PLAIN SIGHT. Any member giving away or lending their Quarterly Button shall be fined."

At the last Stewards' meeting held in Oakland, the Business Representatives were severely taken to task over some of the members not wearing their Quarterly Union Button in plain sight.

We are at this time asking all the members to please wear their Quarterly Button in plain sight, as it is a great help to the Stewards as well as the Business Representatives when they come to the job.

Brother Louis Burrill, who is an old-time member of this organization and is now in business for himself, reports that his son is doing very well for himself in the Navy Flying Air Service. When the son was last home the group he is in had three Jap subs to their credit, sunk in the Aleutian area.

We feel that Brother Burrill is justified in being proud of his son as he is one of the youngest flyers in the group.

Our hearty congratulations to

Brother Bob Rosebery, Steward, day shift, Prefab, who became the proud papa of a 7 lb. 8 oz. baby boy on August 4, 1944!

In our July issue we extended best wishes and congratulations to Brother Ed Hosman, crane operator, West Yard, Moores Dry Dock Company, who had been married June 27, 1944 and were very much surprised to receive a phone call informing us that we were about 25 years too late in offering our congratulations. We wish to offer our humble apologies to Brother Hosman for our error. We might add, however, that it was Brother Ed's daughter, Betty Hosman who should have been congratulated, as she was married to Lt. Mel Wilcox on June 27, 1944.

Brother Jim Johnston, Steward, day shift, Yard 1, and his family enjoyed a two weeks vacation on a ranch near Flagstaff, Arizona. We understand Brother Johnston had a most enjoyable trip and thoroughly enjoyed the rest, swimming, riding and eating fried rabbit and chicken.

Brother Ray Troxler, who some months ago left Richmond Prefab to raise onions, has returned to the Yard.

News from our service men

Word was received from Brother Joe W. Duncan, MM2/c, who is stationed with the Seabees somewhere in France. Joe is fine. He's on a repair barge running a crane and likes the work. They are getting plenty of rain, but manage to keep dry in their newly re-

modeled fox hole, which is really up to date with all the comforts of home and accommodates four fellows???

We think Brother Joe "Red" Garrigan is a very fortunate fel-

low. After completing his Navy training at Farragut, Idaho, Joe was assigned to Mare Island close to his home and family in Richmond.

Brother Clarence J. Daigh, Sea-

man 2/c dropped into the office to say "hello" the other day. Brother Daigh had just completed his eight-weeks boot training and was on a 5-day leave.

A V-Mail was received by Bro-

ther Virgil Guptill, MM 2/c, who is working 12 hours a day running a crane on Saipan Island. Says living in foxholes and eating K Rations isn't his idea of a good time! Mail service is fairly good, both incoming and outgoing.

News from the jobs

The Earl Heple Company from San Jose, have moved their equipment for an overpass job on Industrial Hiway out of Clyde, California. The job is under way at this writing.

Union Paving Company is busy on a surfacing job on Walnut Creek road. Approximately 12 members are employed on the job. Brother Uleric Harris is Plant Foreman and we noted that one of the old-timers, from down San Mateo way, Brother Bill Brown, is doing his stuff with a Roller.

The Ball Simpson Company have moved their trucks up to Port Chicago and are hauling from Fredrickson & Watson shovels. All of their Maintenance Gang on this job are members of this Union.

A. J. Raisch Hot Plant job at Antioch is coming along nicely with approximately 12 members employed on the job. Brother J. L. Jackson, former Steward at Yard 2, swing, is now steward on this job.

Bohannon & Chamberlain expect to finish up the major portion of their work at the San Lorenzo Housing project in about three or four weeks. We still have about 22 members on the job at the present time. Brother Ray Farrell is Steward.

There are two shovels and three cats working on the McDonald & Kahn job at the San Leandro Hospital. Brother Al Casperi is Foreman on the job.

Healy-Moore have two cats working on the road to the San Leandro Naval Hospital.

Piazza & Huntley are just getting started on their job at the Oakland Airport. Brother Ray Copley is Foreman. Brother J. R. Hunt is Steward.

Lee Immel Construction Company is building a Hot Plant for work around Yard 2 and Richmond. We understand that the plant will be in operation in about two weeks.

L. Biasotti is doing the paving on the Shipyard Railroad in Albany. Five of our members are employed on the job.

We now have 96 men working on the Standard Oil properties in Richmond for various contractors. Bechtel McCone & Parsons have 12 heavy duty mechanics employed on their job.

The Fredrickson & Watson job in Port Chicago is progressing nicely with 37 members of the Engineers employed on the job. They are working two shifts, hauling fill. Brother Theo. Kreiberg is Foreman.

Macco-Case Construction Company is working double shifts doing reconstruction work at the Port of Chicago. We have approximately 110 men employed on this job. Brother Bob Snodgrass is Master Mechanic.

McDonald & Kahn have approximately five members employed on their job at Camp Parks.

Fredrickson & Watson are still busy on their job at Camp Parks, Pleasanton.

The Ford-Twaits Company Post

Office job at the Port of Embarkation is coming along nicely with approximately 33 members on the job. Brother Edgar J. Festner is Foreman.

We were successful in signing Closed Shop Agreements for the Heavy Duty Repair Work with the following contractors in this area in the past week: Fagelberg and Ritchie Company; Kritzer Equipment Company; Pacific Pipeline Construction Company; Underground Construction Company; Conduit Construction Company; Will-Burr Equipment Company; John R. Hughes Company; W. H. Talbot; F. E. Young Company; Henas & White; Johannes Equipment Company; Paris Brothers; LeBoeuf & Dougherty; J. A. Armstrong; E. Lindquist; East Bay Rock Company; East Bay Shipbuilding & Repair Company; Lohman Brothers; John Pestana Sewer Contractor; Martin Brothers; J. T. & M. E. Lucas.

Baseball nine opens schedule

The baseball team, sponsored by the members of Local 3 have played 2 games, losing the first 5 to 3, and the second 6 to 2, but as they were playing in very fast company both games, we think these kids have done exceptionally well.

Brother Earl Hart, manager of the team, is doing a fine job. We will try to furnish the Stewards and members with a line up of the games. Let's all try and come out and root for our team!

Labor Day Greetings

Labor Day Greetings!
Paul C. Qween
We Specialize in Tractor and Motor
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50 Hawthorne EXbrook 8107
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Compliments of the
Bay Cities Sand Blasting Co.
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Construction Equipment Machine Tools
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Compliments of the
Ray Oil Burner Company
401-499 Bernal Ave. DELaware 5800
24-hour service call San Francisco

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Greetings from the
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