



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 8—No. 11

SAN FRANCISCO, CALIF.

NOVEMBER 15, 1950

BIG JOB LOAD HOLDS, DESPITE EARLY STORMS

Work load in Local 3 jurisdiction this month was holding up to the record figures reached in previous months under war-stimulated conditions despite the early arrival of winter weather and the slackening it always brings.

The boys are coming down out of the higher altitudes, where snows have already arrived, but they're finding a good work situation in most valley and coast districts.

One exception is the north coast redwood region, which took a beating in the week-long series of storms at the end of October, closing down practically all jobs.

At press time, the storm fronts are again moving in from the Pacific on the north half of the state, and it is feared we may be in for a wet-cold winter, although not even the weather man would bet on this.

Meantime, jobs are bouncing back on schedule with every sunny day, and the big push by private, civic, state and federal planners to rebuild and expand before war-shortages arrive is in high gear. Effects of the Korea-made defense program are just now hitting the West and are expected to get more noticeable as we move into the new year.

Although housing has been curtailed, and full effect of this is due in January, similar cuts are not foreseen for highway work or for industrial building, and these are expected to go ahead strongly, taking up any work slack arising in other lines such as housing.

Increased moving around on jobs by members of the union is now noticeable, and all those changing address are urged to report it immediately to either the main office or the nearest branch office so that our members will always be available to go on new jobs opening up.

Engineers Load

St. Louis (LPA)—Members of the AFL Operating Engineers crossed their own picket line at the Shell Oil Co. refinery at Roxana to load aviation gasoline for the Navy. The men worked without pay.

A 36-day strike by two other unions ended Sept. 11. The engineers then set up their own picket line in a wage dispute, and the other unions refused to cross the line. The decision to load the gasoline followed an appeal from the Navy Department in Washington.

Our only protection against inflation—the union. Support it!

The election proved the need for stronger unions. Help strengthen Yours.



THOMAS M. BYNON

Passing of Bro. Tom Bynon Is Mourned

Thomas M. Bynon, financial secretary of Operating Engineers Local 3 and an active leader in the Engineers Union since the turn of the century, succumbed Oct. 23 at the age of 71, following an illness of about a month.

A resolution expressing appreciation for his 44-year membership and service to the IUOE, the sorrow of the members on his passing, and calling for a draped charter for 30 days was adopted at the regular meeting of Local 3. Many messages of sympathy have come into headquarters offices.

Bro. Bynon lived and worked in the Bay Area since 1904 and helped organize the original Local 59 in 1906. He helped organize Local 65 at Redding in 1937. In 1939 he became financial secretary of Local 3 when it was formed into one union from the nine locals of northern California, northern Nevada, and Utah.

Surviving are Mrs. Bynon and a son. Funeral services were held Oct. 25, and interment was at Holy Cross Cemetery.

Federal Housing Funds

Public Housing Administration announces \$32 million to northern California counties for building of low rent housing units. Here are chief allotments: \$11,957,000 to S.F. for 3,000 units at Hunters Point and elsewhere; \$8,125,000 to Oakland for 2,000 units; Eureka, \$383,000; Riverbank, \$119,600; Contra Costa, \$2,200,000; San Joaquin, \$1,728,000; Stanislaus, \$902,000; Yolo, \$302,400.

Engineer Program

Army Engineers will spend over \$5 million in California in 1951. Here are major projects: Fairfield-Suisun, pavement, \$1,796,000; Murdoc Field, barracks, \$1,200,000; Benicia Arsenal, water system, \$243,000.

Oilers, Apprentices Need Safety Rules, Says Pres. Maloney

TO ALL HOISTING AND PORTABLE AND MIXED LOCAL UNIONS

Greetings:

May I again emphasize the responsibility that each engineer assumes when an oiler or apprentice is assigned to him and how important it is to our membership.

Last month I directed your attention to the necessity of this important matter being given your wholehearted attention and action. Just this week a report was received by me which clearly portrayed the appalling number of injuries and deaths among the younger group of our membership. On five jobs covering a period of seven months, 13 oilers and apprentices were the victims; two met death.

Reports such as this prompt me to again write to you on this subject. It is not my purpose to fix responsibility on the engineer for the accidents involving these younger men. I do, however, consider it a responsibility of the engineer who supervises these men to teach them to work and act safely as they teach them the skills of our trade. Through your teaching you make a considerable contribution to the development of safety consciousness in both yourself as the teacher and your apprentice the future engineer.

With kindest regards, I am
Fraternally yours,

WM. E. MALONEY,
General President.

Military to Obey Labor Standards

Chicago.—The military services "will not ask for relaxation or waiver of any legal labor standards on military contracts unless the need is urgent for military reasons and no other alternative exists."

That statement of national defense policy was made to the AFL Sheet Metal Workers Association convention by Carl R. Schedler, labor relations adviser, Department of Navy.

He said the military services will try to avoid disruptive recruiting of skilled workers from the civilian industrial force for the armed forces and to locate new production where labor is not in short supply.

"Military strength," he said, "is dependent upon industrial strength."

"Our country has grown great and has remained free because it has learned to produce more than any other leadership in the world. To retain our leadership in the world, we must produce even more; because it now has become essential that we prove to the world that our system of free labor enterprise provides a more satisfactory life than the controlled-labor system of the communist states."

Airport Program

CAA has announced a \$4 million airport program for 1951. Here are major allotments: S.F., \$1,378,200, paving and miscellaneous; Oakland, \$354,000, paving, lighting.

Small Gain For GOP, But Labor Given Setback

Although GOP gains on Nov. 7 were the smallest of any non-presidential election since 1934, organized labor, putting on its biggest vote drive in history, suffered a moral setback by the richly-financed victories of its major opponent candidates.

Republicans picked up only five new Senate seats and 31 in the House on Nov. 7. Though this leaves them short of majorities, it is expected they will get help from the Dixiecrats on key votes.

Kicked out by big New Deal votes in the '30s, the GOP finally got back to control both houses in 1946 and made the "worst Congress" that year, but were then booted out again in '48.

Key labor issue on Nov. 7 was

Sen. Taft. His \$5,000,000 campaign, great help from all daily newspapers, and a negative, criticizing attitude on Korea gave him the votes and gave labor a beating. Korea headlines and a vicious, expensive smear campaign also put over other GOP candidates and defeated sincere labor friends in Congress.

Typical of the smear jobs was that against Sen. Elbert D. Thomas of Utah, generally regarded as one of the nation's most sincere and capable statesmen. He was defeated by Wallace Bennett, former NAM president. The campaign was directed from the East.

Labor's big campaign probably prevented a bigger GOP victory, but it was evident that even labor people voted against labor candidates, swung by headlines in the daily press.

NEW LABOR GOALS

Labor leaders are coming to some conclusions as a result of the election outcome, among them:

Labor must make itself felt ever more strongly as a working, deserving partner in community and national affairs. Big Money and its kept daily press are succeeding in leading the public to think that labor is a small, selfish, insignificant minority.

This goal can be accomplished in various ways. The labor press must be completely supported and expanded. Loyalty and cooperation in the ranks of labor must be strengthened by eliminating dissension and stimulating rank and file participation. A union card must be respected for its full importance to the wage earner. Public relations and precinct work must be thoroughly organized.

Employment in construction in the state moved up to 240,600 wage and salary workers during September, an all-time high. The September total was 48,000 higher than the 1950 low point of 192,800 in February and 34,000 above a year ago.



- Robt. J. Murdock
- ... October 21, 1950
- Thomas M. Bynon
- ... October 22, 1950
- Alfred J. Perry, Jr.
- ... October 29, 1950
- David Curtis
- ... November 3, 1950
- B. J. Feliz
- ... November 3, 1950
- Wm. C. Yenter
- ... November 9, 1950
- H. S. Nankivell
- ... November 10, 1950

OFFICIAL NOTICE TO MEMBERS

ARE YOUR ASSESSMENTS PAID!!! Many members have not paid the Sick and Death Assessments which were levied in July, 1950. REMEMBER that although your dues may be paid up to date, IF THE ASSESSMENTS ARE NOT PAID you are not entitled to benefits. If in doubt as to whether or not you have paid the current assessments, check with the office when remitting your union dues.

TECHNICAL ENGINEERS, LOCAL NO. 3-E meeting will be held in the union offices at 1444 Webster Street, Oakland, California, at 8 p.m., Friday, Nov. 24th, 1950.

AFTER THE ELECTION

Now that election is over there is a lot of talk going on in regard to the outcome, which was plenty unfavorable to labor. Evidently labor is not yet fully awake to the emergency which right now confronts them and their unions. Instead of making headway labor slipped backward in this election. Some of the worst anti-labor members of Congress were re-elected and some of labor's friends were defeated but the Democratic party retains control in both houses by considerably reduced majorities.

Summing it all up labor stands pretty much politically right where it has stood during the past two years, except that the chances of making any real progress during the coming two years are lessened. If the Democratic party were a united and well-knit party it could still function, even though its majority is slim. But reactionary and Dixiecrat Democrats are likely to make this impossible in the newly elected 82nd Congress.

Hence there is no good reason for waiting to see what happens. Labor might as well start its campaign for 1952 at once. Labor will have to do a much better job politically than it did this time if it is not to be snowed under completely. Labor has the numbers and the votes to carry any elections but there are millions who have not yet learned the necessity for getting registered so as to be in line to vote. Over a million voters, who are registered in California, failed to vote Nov. 7th.

War Threat Peps Up Construction

Threat of material and manpower shortages under the impending war situation is giving another needle to the construction industry to get moving quickly on highway, construction, civic, and reclamation projects.

This shot in the arm is noticeable in the Southwest, as well as in all other sections of the West, as communities hasten to finish needed projects, private enterprise hurries its expansion plans, and states push their highway programs into high gear.

While the lid has been put on amusement building and another goes on housing at the year's end, promising sharp let-up in these fields, there is no restriction foreseen for industrial or highway, and these fields will no doubt take up the slack in 1951.

- JOBS AROUND CALIFORNIA**
- Walnut Creek, high school, Haas & Rothschild, S.F., \$646,997. * * *
 - South San Francisco, 300-house subdiv. planned, Stonecrest Corp., \$3,000,000. * * *
 - Stanislaus-San Joaquin, Tri-Dam project, survey by Intl. Engineering Co., S.F., Est. cost of 3 dams, \$40,000,000. * * *
 - Bayshore freeway, San Mateo, highway allocation, \$4,000,000. * * *
 - Santa Cruz, site selected by Wm. Wrigley Co., for gum plant, \$3,000,000. * * *
 - San Jose, state college buildings, plans up, \$800,000. * * *
 - Daly City, schools, plans up, \$3,000,000. * * *
 - San Francisco, hospital, Dr. J. V. Parasi, plans up, \$1,400,000. * * *
 - San Francisco, plans for completing Bayshore Freeway to San Jose, \$60,000,000. * * *
 - Modesto, "Bee" newspaper bldg., Stolte Co., \$588,469. * * *
 - Jackson, hospital, Moore & Roberts, S.F., \$408,804. * * *
 - South San Francisco, sewage plant, M & K Corp., S.F., \$892,690. * * *
 - Oakland, eastshore freeway, Frederickson & Watson and M & K, \$2,871,212. * * *
 - Santa Clara Co., elem. schools OK'd, \$1,550,187. * * *
 - Berkeley, Junior High schl., Herbert E. Ellis, \$898,000. * * *
 - San Andreas, Calaveras Cement plant additions, \$500,000. * * *
 - Alameda, school, bids due, \$1,000,000. * * *
 - Stockton, courthouse, plans, \$6,000,000. * * *
 - Richmond, county bldg., \$800,000. * * *
 - Sacramento, elem. schl. OK'd, \$977,427. 235,000. * * *
 - Antioch, sewage plant OK'd, \$12,235,000. * * *
 - Sacramento, Insurance bldg. plans, \$1,000,000. * * *
 - San Lorenzo, schools OK'd, \$7,300,811. * * *
 - San Francisco, Hastings College of Law, Monson Bros., S.F., \$1,273,166. * * *
 - Sacramento, Dept. of Ed. and Fin. bldg., bids due, \$2,630,000. * * *
- OUT OF STATE JOBS**
- Columbia Basin Proj. canals, J. A. Tertelling & Sons, Boise, \$1,043,274. Second project, \$484,923. * * *
 - Seward, Alaska, road work, bids due, \$7,500,000. * * *
 - Colorado Big Thompson Proj., transmission line, M. W. Larson, Denver, \$516,516. Power plant and access road, Adler Const. Co., Dickinson, N. D., \$741,740. * * *
 - Texas and Mexico, on Rio Grande, 75 mi. S.E. of Laredo. Falcon dam and power plant project, Sched. 1, U.S.; Sched. 2, Mex. Rolled earth fill construction, 26,294 feet in length, half in U.S. and Mex. Est. cost, \$15,723,142. Low bid: C. F. Lytle Co., Amis Co., San Ore Co., Foley Bros., Massman Co., Tellepsen Co., and Edward Peterson Co., Houston. * * *



"SANDY" WATCHMAN

Alex "Sandy" Watchman Passes Away

Alexander "Sandy" Watchman, former president of the San Francisco Building and Construction Trades Council, long-time member of the United Carpenters, and a member of the California Industrial Accident Commission, died Sunday at Stanford Hospital, San Francisco. He had been confined there for three months.

Watchman had long been a close friend of Bro. Victor Swanson, business manager of Local 3, the two having been active for many years in the Building Trades Council.

Funeral services were held on Wednesday, Nov. 15, and interment was at Woodlawn Cemetery.

A native of Scotland, Watchman had been a member of the United Carpenters since May 2, 1910. He was a member of S.F. Carpenters' Local 2164 since 1931. Before coming to California in 1922, he was active in early unionization and organization around Regina, Canada.

Always active in union affairs and intensely interested in the problems of the workingman, his fellow members early recognized his good judgment and trustworthiness in matters affecting their interests and made him their financial secretary and business representative.

From that post he was elevated to the presidency of the S.F. Building Trades Council in August 1937. He served until August 1941, being succeeded by the present San Francisco supervisor, Dewey Meade.

Watchman transferred his membership to Local 2164 when he came to San Francisco as a General Office representative of the United Carpenters. His early union activity in California centered around Sacramento.

During his entire career as a carpenter and as a union man, he took a more than passing interest in union affairs, not only in the local unions he had belonged to in Canada and California, but in the affairs of the parent United Carpenters and the many organizations with which they were affiliated.

His union connections in California brought him into contact with the California Federation of Labor and he helped to formulate many of the important policy-making decisions of that body prior to 1941.

In that year he was appointed to the State Industrial Accident Commission by the late Gov. Culbert L. Olson. He held the position to the time of his death, being reappointed by Gov. Earl Warren. During the time of the Golden Gate International Exposition, he was active in the planning of that event.

The present president of the Building Trades Council, John Hogg, a close personal friend, also is a member of Carpenters Local 2164.

Hogg was shocked and grieved

Report of last meeting

The meeting was called to order at 8 p.m., Vice President Foss presiding. Roll call showed all officers present with the exception of President Clancy, who was away on business of the union.

A synopsis of the regular meeting minutes of Oct. 7 was read and by motion approved as read.

A synopsis of the Executive Board minutes of Oct. 18 and of Oct. 25 read, and the acts and recommendations of the Board were by motion approved as read.

Minutes of the meeting of the Executive Officers held on Oct. 25 read.

A Memoriam to Brother Thomas M. Bynon was read as follows:
M E M O R I A M
BROTHER THOMAS M. BYNON
 Local Union No. 3

It is with regret and sorrow we report the passing of our beloved Financial Secretary, Brother Thomas M. Bynon.

Brother Bynon was initiated into Local Union No. 59 on Nov. 2, 1906. In these 44 years, and through his service, he became known, respected and loved by our many brothers, and his pass- will be deeply felt by all.

Therefore, it is resolved, that we, the officers and members, deeply mourn the passing of our beloved brother and extend to his family our sympathy; and be it further

Resolved, that the Charter be draped for a period of 30 days in his memory, and that this Memoriam be published in our official journal, the International Engineer.

It was regularly moved and seconded that the Memoriam be accepted as read. Carried unanimously.

Cards of thanks were received from Hilda Hannan; Mrs. R. I. Murdock and family; Mrs. Mary Stauff and family; the family of Silvio Alberigi; Lena Eileen Bynon; Mel D. Bynon; Ora M. Harrelson. Received and filed.

The following brothers were reported ill: Eimer Andreasen, Magor Bailey, I. E. Blausser, John J. Vauer, R. L. Burns, John Blair, Ray Carson, John Clark, David Camp, Veryl W. Dawson, E. S. Dolan, Murel G. Dodge, Lorenzo Ewell, Delbert Fox, W. D. Foulger, Lee A. Hunter, Bobby Halliburton, Franklin D. Hughes, Paul Krugh, Wm. F. Kramer, John Kugler, Roy T. Linden, Joseph W. McFarland, James D. McCrory, Clayton McNeely, Wm. McCroskey, Frank Murchie, Perry M. Nichols, Dan Ohmstead, Joseph Packer, Harry Porter, George Rich, Don J. Russell, Amory Rathbun, Ray P. Reed, R. C. Richeson, Vaal F. Ruffell, D. C. Reynolds, Ray Smith, Thomas J. Stapleton, J. M. Sikes, A. Strandberg, Harry P. Toff, Jack Whitefield, Thomas L. Williams, Bert M. Williams, Lloyd Younklin.

The following brothers were reported deceased: Robert J. Murdock, Alfred G. Perry, Jr., Thos. M. Bynon, B. J. Feliz.

The business agents gave their usual reports, which were accepted as given.

Brother Russell Swanson was installed by Brother Foss as Financial Secretary for the unexpired term of the late Brother T. M. Bynon. There being no further business to come before the meeting, it adjourned.

Respectfully submitted,

C. F. MATHEWS,
 Recording Secretary.

Here Are Types of Amusement Bldgs. Banned by N.P.A.

The lid was clamped down on major amusement construction on October 26 as a move to "conserve important materials, particularly certain metals in short supply, for national defense needs", and also to check inflation.

National Production Authority announced that the order does not affect building now underway, repair of existing buildings, or new work under \$5,000 per year. Disaster repairs are also exempted.

The complete list of construction prohibited is as follows:

Amphitheater, amusement arcade, amusement service such as roller coaster or similar device used in amusement parks; amusement park, arena, assembly hall used primarily for recreation or amusement.

Athletic field house, bandstand, baseball park, bathhouse for swimming, billiard or pool parlor, bleachers and similar seating arrangements; boardwalk used pri-

marily for recreation or amusement; boat or canoe club; bowling alley; Cabana; canteen; carnival; community recreation building; country club, dance hall, dude ranch used primarily for recreation or amusement; exposition or exhibition, gambling establishment; golf club; golf driving range; grandstand, gymnasium (except where incidental to a building used for general classroom, laboratory, or other instructional purposes); Lodge halls; music shells; night club; piers used primarily for recreational or amusement; race track, any kind; recreational club, any kind; riding academy; rodeo; seasonal camp used primarily for recreation or amusement; shooting gallery; skating rink; slot machine establishment;

Swimming pool (except where incidental to a building used for general classroom, laboratory, or other educational purposes); table tennis establishment; theater, any kind (including drive-in theater); any other recreational amusement, or entertainment purpose, whether public or private.

Ask Minimum Wage

Washington, D. C.—A new minimum wage for small arms ammunition, explosives, and related products industries under the Public Contracts Act will be considered at a public hearing in Washington November 28. The hearing is scheduled under provisions of the act authorizing the Secretary of Labor to determine the prevailing minimum wages to be paid employees engaged on government supply contracts in excess of \$10,000. A recent survey indicates the 75-cent rate now in effect "may not reflect the prevailing minimum wages in these industries," Secretary Maurice J. Tobin was advised by Administrator Wm. R. McComb of the U. S. Department's Wage and Hour and Public Contracts Divisions.

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What's doing in the Oakland office

By AL CLEM, T. D. BRYSON, F. A. LAWRENCE, LOUIS SOLARI, Business Representatives

Work in the Oakland area seems to be holding up well in spite of the recent rain. During the wet spell many of the boys lost some time; but in most cases went right back to work when the weather cleared; and we are hopeful that, if the sun continues to shine for a while, most of the local fellows will be able to chalk this up as a good season.

Getting Around the Jobs

United Concrete Pipe is making good time on their job for the San Francisco Water Project, with the center of operations in Alameda County located near Irvington. Several pieces of equipment are being used on the job with the following Brothers on the payroll: O. N. and Dale Showalter, operator and oiler on the Truck Crane, C. F. Gee running a Lima Crawler with Medalen oiling; M. L. Tilton, blademan and Eugene Romero and Leonard Cunha on the cats. Kenny Corning, one of Local 3's old timers is keeping the compressors and welding machines in top shape, while Hugh Jensen and Dick Osteen comprise the crew on one of the largest trenchers ever used in these parts. This rig spoons out a hunk of muck 10 feet wide and 10 feet deep, and we would say that's some digging in any man's language! This particular section of the line covers one mile of concrete coated steel pipe in 18-foot lengths, with an inside dimension of 78 inches, and a weight of approximately 24 tons per section is being used.

Bechtel's job on the P. G. & E. plant at Antioch is still furnishing employment to approximately 28 Engineers. The first portion of this job is about to wind up, with the initial firing of the boilers scheduled for later this month. An addition to the plant has been okayed by P. G. & E., however, and should keep the fellows now on the payroll busy for some time. Pacific Bridge handling installation of underwater pipes for the plant has approximately 30 days left in which to put the finishing touches to their portion of the job. For a time this month they had eight Engineers employed on a two shift basis but are now back on a single shift operation.

The Fluor Corporation job at the Union Oil Plant in Oleum is going along about the same as usual. We are experiencing a little difficulty out there at the present time, but hope in the very near future to get the situation ironed out to the satisfaction of all concerned. And speaking of differences — During the past month we had some difficulty with the Austin Company, doing maintenance and new construction work at the Dow Chemical Plant in Pittsburg. To get the thing straightened out it was necessary to remove the Engineers from the job for a couple of days; but we are glad to report that the crew—along with a couple of additions—are back on the payroll again. This is probably as good a place as any to call to the attention of the membership the necessity for constant vigilance on the part of each of us, so that violations and infractions of your working rules will not go unheeded. This particular case is a glaring example of the contractor being able to violate the working rules of the Union with no one making too much effort to notify the Union of the conditions prevailing. Of course, in this instance, it could have been an oversight on someone's part, but at any rate it will have served a good purpose if it makes us all more watchful in the future. To our way of thinking, your representatives act in somewhat the same capacity as law enforcement agencies—and just as the cop on the beat can't be present at every spot where trouble occurs, neither can our fellows hope to be on the job every time there is an infraction of the rules. That's where you come in! It is imperative that each member take

it upon himself to notify the nearest office of the Union whenever trouble occurs. In this way there is much more of a possibility that the Business Agent can get to the spot where the violation has occurred with a minimum of time lost. So make it a point to acquaint yourself with the working rules, keep your eyes open and when in doubt ask for a business representative on the job as soon as possible. Only by each of us doing his bit will we be able to maintain the high standards that we have fought so hard to achieve.

Ben C. Gerwick, with the contract for test borings on the proposed bridge from Marin County to Richmond, has two shifts going at the present time. There are still five holes to drill and we are having considerable difficulty furnishing this company with experienced cable tool drillers. If anyone reading this article happens to know a man with the necessary qualifications, have him contact the Oakland office, 1444 Webster Street, telephone TWinoaks 3-2120 and we may be able to place him.

Work at the various equipment shops seems to be keeping on an even keel with nothing spectacular happening one way or the other. Utah Construction Company recently received a contract to overhaul several cats for the Government and this should keep some of the knuckle bustin' brethren going for a while at least. By the way, we would like to welcome into the fold the repairmen working for Ransome Company. Formerly affiliated with Local 1546 these boys, who do the repair on all Ransome equipment, decided that Local 3 was the proper place for them to hang their hats. Glad to have you, fellows!

The J. R. Armstrong Company will probably be busy till around Christmas on their highway resurfacing job which extends over 3½ miles south from the city limits of Byron. This is a \$95,000.00 job and consists of shoulder work as well as the resurfacing job. Brother Bob Russell is superintendent, Brother Gene Sherman, foreman and the following Brothers are on the payroll at this time: Merle Henry, shovel operator; Norman Jones, Oiler; Brice Pittman, cat.; Andy Andrews, Blade, Don Woodard, Blade, Lacey Lund, Roller, and Harold Lemaster, Loader. This same outfit has another job in operation with the following Brothers on the equipment: Jack Koger, blade; Walter Leabig, loader; Whitey Joy, roller; Tom Christy, dozer; John Kloger, blade, and C. H. Dunsing, blade. Bill Armstrong and Joe McClary are foremen on this \$105,000.00 job which extends from the Monument toward Concord.

Oliver De Silva of Alameda is winding up his job at the Glorietta School in Orinda. The contract, which included placing of 40,000 square feet of asphalt has been under the supervision of Harry White. Brother Gunnar Norberg is operating blade out there, putting the finishing touches to the job.

E. H. Peterson and Son are just getting started on their \$13,368.00 bridge job. To be built of reinforced concrete with timber reinforcements the bridge will be located at Italian Slough, four miles east of Byron. At present one rig being used for pile driving and clamming is on the job and this equipment owned by Kirk of Fresno, is operated by Harry Kirk with Hobart Carden as oiler. Later Peterson expect to use an additional crane on the work.

Pacific States Steel at Niles expects to fire up their second open hearth furnace during the coming month. If they continue with the operation of the electric furnace this will make a little additional employment, but should they shut down one of these when the new operation gets underway the present crew will be able to handle the job.

Branough and Son, who have the contract for construction of the \$650,000.00 Le Conte Elementary School in Berkeley report that the job is about ¾ complete. Brother Bob Malloy handled the excavating work and is now using his equipment for the general cleanup work on the job. Rhodes and Jamieson are furnishing the mixed concrete on this one and still have considerable work to do before their part of the job is complete.

The Gilmore Steel Company with main offices in San Francisco recently purchased the West Yard of Moore Dry Dock for \$1,500,000.00. This company manufactures steel products, and with large steel rolling mills in the northwest, plan immediate expansion of steel operations. The property involved is a 35-acre section, known as the Western Pacific portion of the Moore West Yard. According to William G. Gilmore, president, the company has no immediate plans for ship building in the yard, but pointed out that the facilities are there if they need them.

Groom-Moyers Inc. have started construction on the first section of their new 200 home residential tract located on Doolittle Drive, between 132nd Avenue and Williams Street. The tract covers 36 acres and the first group of 113 homes to be built will be in the \$9600.00 classification.

Engineers Ltd., Pipeline, formerly Pacific Pipe Line & Engineers, Ltd. of El Cerrito are winding up several small jobs in the Oakland area. This outfit has a contract for construction of a gasoline line from Independence, Kansas to Kansas, Missouri. There is 55 days work on this job and the following Local 3 men who are to be employed on the project left during the latter part of October: Alfred Rose, M. L. Rose, Max Ross, Harry Gunderson, Robert Privett, Russ Davidson, Sam Darby and Bob Larkin. Incidentally, we have received many inquiries since this company changed names as to whether it was under different management. We have been informed that the



INFLATION SUNDAY—If things keep up the way they're going, your money will be worth just about as much as the \$ on this "inflation sundae." Bobby Sardella puts the bit on the confection, made of mint ice cream, sprinkled with gold-covered chocolate dollars and rock candy diamonds, and topped with a dollar sign made of gumdrops. —(LPA)

decision stems from the fact that there are two or three other concerns in the state with names very similar. This resulted in considerable confusion, so the local outfit decided to do something about it, hence the new name.

P. & J. Artukovich, who have jobs scattered all the way from Los Angeles to the new Government installation near Pocatello, Idaho, were recently awarded the contract for construction of the first section of the Alameda Interceptor of the sewage disposal system, to extend from High to Grand Street. There is no definite information at this time as to when the job will start but it is expected to be underway in the near future. This company has numerous other sewage jobs in operation in the bay area, one at Centerville for the Union Sanitary District and several for the Central Contra Costa Sanitary District. Brother Ray Dimity is operating a North West and Brother George Larsen is oiling on one of these near Orinda. At one spot adjacent to the Orinda Golf Course the trench goes to a depth of 24 feet and the boys are having to roll up their sleeves and reach on that one. The company's job on Mountain Boulevard is winding up at present and they are also putting the finishing touches to their operation at the Moraga pumping station.

McGuire and Hester were awarded the contract for construction of the second section of the Alameda Interceptor, with a bid of \$277,000. This section will run from Grand Street west toward Webster, and it is expected, that work will get underway late this month. Another recent award to this company was for a \$104,000 sewage job in the City of Emeryville.

Stolte, Early and Harrelson were recently awarded the contract for construction of the underwater Estuary crossing of the Alameda Interceptor, with a bid of \$279,297.00. This contract, first of the four involved in construction of this interceptor, will have two 1200 foot parallel pipelines. One pipe, 48 inches in diameter, will be used to carry the main flow, while the second, 30 inches in diameter, will be used only at the peak flow. These lines will be placed at least 40 feet below the surface of the Estuary so that they will not interfere with future dredging operations. The underwater section will extend from Webster Street in Alameda to First and Alice Streets in Oakland. Included in this same contract is the construction of a pipeline one block long, through which the raw sewage will flow into the South Interceptor at First Street. Work on the underwater section is being held up, however, while Stolte, Early and Harrelson are engaged in relocation of a gas line for the P. G. & E. on the floor of the Estuary. As soon as this is completed the remainder of the work will get underway.

John Pestano has a sub contract on the Braddock and Logan Housing development in San Leandro. He will be able to keep four of the members busy on this one for a good two months. Everything is going along very well on this job and we are glad to be able to report that we are receiving the very finest cooperation from John.

Dredge News

Dredging has been very good for the past month and we expect it will continue for some time to come. All the dredgers are busy and, as a matter of fact, we could use several more experienced dredge men right now. The Olympian Dredging Company has the Golden Gate working at the Naval Air Station in Alameda. The Neptune is going out this week, first to pick up a sunken ship that is in the way of dredging for the Sacramento deep water channel, and

then, it is our understanding she is going on the Central Valley Cross Channel for the California Dredging Company. The Holland is coming down the river to dig a channel across the Estuary from Alameda to Oakland in connection with the Alameda line of the East Bay Sewage disposal system. The San Francisco Bridge Company's dredge, Wilatka, is now working on the Mare Island job and from reports that we have will be there for some time. The Hinds pulled up the river on November 6 and was expected to start pumping sometime during the early part of the month. The Associated Dredging Company has arranged to get their Mexico job started again. Several of the boys are busy getting their passports, preparatory to leaving for the land of tortillas and beautiful señoritas. Included in this group is Barney Johansen, Rudy Sjovatsen, Helga Johnson and Maurice Enos. They expect quite a long stay in the land south of the border. The Hydraulic Dredging Company is going strong on their Stockton Channel job, using the dredge, Papoose, to do the pumping and the power barge, Dynamo, to furnish the juice. The California Dredging Co. is working around the clock with the clamshell, California, and it is our understanding that they are going to put another dredge on the job soon. Both of Dutra's dredges are busy in the south bay for the Leslie Salt Company. The Pacific Portland Cement Company is keeping two of our crews busy furnishing shell to their cement plant at the port of Redwood City. The Beck Dredging Company is using two of our boys to furnish washed shell to the Pacific Portland Cement Company.

What the Brothers Are Doing

Brother Pat Maloney is one of the owners of the Signal Service Station on San Pablo Avenue and Buchanan Street in Albany. Should you ask him to recommend a good place to eat in that neighborhood chances are he'll steer you over to Barbara and Johnny's restaurant. It's located just a stone's throw from the station and Pat says he can vouch for the food. He really should know too, because he happens to be the owner and it is being run under the capable supervision of his wife. Yep! The Maloney family is in the filling station business for sure—Pat filling up the cars and Mrs. Pat filling up the drivers!

Brother Frank Erhart has been confined to the hospital with a heart attack. He had been running compressor on the Bechtel job at Antioch for the past year and we hope he will be able to get back on the job before long. Brother Tom Rager has also been on the sick list; but at present is recovering nicely from an operation he underwent the early part of November. Brother James Chism has been a little off his feed lately too, but the other day he received letters from his two sons, one with the Army and other with the Navy—both in Korea. They are well, and he says that hearing from them was the best medicine he could get. Brother Jack Crumley who has been laid up since August with a broken foot says he is glad to be back on the job before the work season is completely over.

Brother Wayne McBride just got back from Arabia in time for the Big Wind—Said that over there that would be a mere breeze—even with roofs flying by!

If anyone is in the market for some bear grease, they better get their order in early, because "Suze Shot" Ownie Haney is going hunting. You'll probably recall that last (continued on page eleven)

Eureka—

Early Storms Lash North Coast; All Jobs Are Delayed

By OTTO E. NEVER
Business Representative, Local 3

At the time of writing this news article, we are in the midst of one of the worst storms in the history of the Redwood Empire. All construction is stopped, rivers are over their banks, telephone communication is cut off, roads are closed and some towns are completely isolated.

Up near the Oregon line at Smith River, N. M. Ball Sons are waiting for just two good days in order to finish their job there.

At Fort Dick, Tryon's crusher plant has been moved off the river to safe ground. Nothing doing there for a while.

At Crescent City, Macco-M & K were unable to finish the concrete capping of the jetty. This resulted in the seas, driven by a 55-mile gale, creating havoc in the Crescent City harbor. The barge used by Smale-Robinson in the raising and the salvage of the hull of the S. S. Emidio, was washed up on the beach. Another barge loaded with piling and anchored at the end of the Dutton dock drifted into the dock, doing considerable damage, then plunged into Paul's Cannery dock, ripped into the piling, tossed the gasoline storage tank into the bay and knocked down the siding on the crab plant. There were three fishing boats beached in the inner harbor and one near Paul's Dock.

All flights by Southwest Airways were cancelled, and all Greyhound buses were stranded. The only two sources of communications out of Crescent City were by the sheriff's mobile radio unit ham, Earl Boles. Just how long this condition will exist is hard to say as the storm is still with us after four days, and indications are that more severe storms are due.

Superintendent McDonald of Macco-M & K told me he had hoped to finish capping the Crescent City jetty by November 1. With the present bad weather, it is hard to say when the job will be finished. The U. S. Engineers are threatening to cut off further appropriations for continuing the construction of the jetty to Round Rock unless more tonnage is moved out of Crescent City harbor. Now, how are you going to move more tonnage when the harbor is not a safe haven for ships? Frankly, sometimes I think that if our bureaucrats and federal employees' brains were dynamite, the charge wouldn't be sufficient to blow their noses.

MARINE PIPE LINE

Osborne - Wheelon, who are building the tank farm for the Oil Terminal Co. (Thos. B. Crowley) have been making good time up till now, and had hoped to start on the marine pipe line and dock by September 1. However, due to a battle between the Harbor Commission and Crowley, this latter job is being held up.

One thing about Crescent City—there is never a dull moment.

Your representative, acting for the Humboldt Building & Construction Trades Council, signed the Carr & Son Plumbing and Sheet Metal Shop. This puts the town of Crescent City right up among the Union towns in Northern California.

Healy-Tibbetts have been making good time on the Dutton Dock, but the weather is holding them up now.

Fred Korthase, who is furnishing the equipment and key personnel for the Dutton mill, has been held up because of the inability to get material. Many of his crew are working elsewhere until the material arrives.

Fred tells me he has been called back to the Air Service and will only have a few weeks left to tie things together so that he can leave. He will return to the service as a captain in the Air Corps.

By the time this issue is published, Fred Korthase will be back in the service and we cannot be accused of polishing the apple. Therefore, your business representative wants you all to know that we have never dealt with a fairer

and squarer person than Fred Korthase. When we asked him to sign with us, he called his whole crew together and talked it over with them; then brought them over and told us to sign 'em up. After that, he called our attention to things that needed adjustment instead of our calling his attention to them.

There has been no trouble on Fred's job and there won't be. We wish him many safe landings on his new tour of duty and will look forward to seeing him on his return from duty. We might even ask him to take out a Local 3 card as he would be a credit to the Engineers.

BAPTISM OF RAIN

M & K-MacDonald, Young and Nelson have had a baptism of rain on their Requa job. This is well enough along so that most of the Local 3 members are finished except for a few days cat work and some blade work maintaining the roads during the construction period. Brother Clifford Gresham has been doing the heavy duty repair work part time and running the batch plant the balance of the time. Some of the other brothers on the job were Brothers Glenn Darling, Morgan Mahieu, Frank Koche, Merlin Youngquist, Bob Ready, Raleigh Qualls, B. J. Dennison, Dean Langford, August Senestraro and Boardman (Bawleasy) Sperry. Brother George Coons was foreman at the start of this job, but left for another job in the Sacramento Valley. We wish Brother Coons had stopped off at the Eureka office as we had a good shifting job here for him. We hope he reads this, the stinker.

This job has continued to be a 7-day, 10-hour job except when held up by bad weather. We were admonished by the superintendent, Harry Oliver, that they were building a "weather station", so Brothers, please be guided accordingly.

Carr & Rocco are working six days on their bridge job on Hunter Creek north of Klamath. Just how long this job will run will depend on the high water.

Mercer Fraser Co. has just about finished the job at Freshwater Lagoon, but there will be some clean-up work to do. Job should be accepted by November 15.

This company also has the bridge to the approach on the Orick side. It will be some time before the bridge will be completed.

Elsewhere in this territory, Mercer Fraser Co. is busy with the Simpson Lumber Company's new yard at Arcata as well as some city and county work. Both plants at Essex and Worswick are running. Brother Clyde Phillipson is running the Essex plant and Brother Bob Morgan is top man at the Worswick plant.

LAY GAS MAINS

We have neglected to mention the M. G. M. Construction Co. of Concord who have been here since the middle of August. They have a contract with P. G. & E. Co. to lay gas mains in Eureka and vicinity. Superintendent is Art Kruger. Brother Tom Foster is operating their rubber tired Case ditcher. They have about four months more work and are working five days, nine hours.

Fred J. Maurer & Son, Tom Hull and Louie Conner are down temporarily because of the weather.

Baldwin & Straub and C. M. Syar are trying to crawl out of the mud at the city reservoir. No work there for a while.

Atlas Pipe Co. is still digging sewers but probably some of them caved in during the storm.

Hoagland - Findlay Engineering



RE-ELECTED BY U. N.—Trygve Lie, Norwegian trade union leader, was re-elected 46 to 5 as Secretary General of the United Nations for a three-year term to 1954, despite bitter Russian opposition.

No Curbs Foreseen On Highway Program Or Industrial Building

Though the federal government has put a damper on the booming housing program, road-building will not be affected by controls or cuts, it is generally believed. The President has asked that non-essential road work be curtailed, but responsibility lies almost wholly in the hands of the states. Highway work generally falls into the category of being essential to the national emergency program and therefore will continue.

Credit regulations won't be put on industrial construction, it is generally agreed, though they may soon be placed on commercial construction.

Co. is still building sewer disposal plants for the City of Eureka, or rather, trying to keep the water out of them.

Brother Harry (Red) Faison has taken the dredge, Jupiter, out for LaMone Call and has a winter's work ahead.

Our Humboldt County Board of Supervisors finally granted the road employees \$1.00—one dollar a day raise! But they got cold feet and only gave the garage employees 7½ cents an hour. If the Lord loveth a cheerful giver, how He must hate our Supervisors.

Brother Roy Taylor, who has been on the gerage truck for Mercer Fraser the past two years is now confined to the Humboldt County T. B. ward. Brother Roy will probably be there a long time, so don't be tight with your time, brothers. Get up and see him. Time passes slowly when you are flat on your back.

JOBS COMING UP

Here are some of the State jobs for the coming year:

1. 4.4 miles to be graded and surfaced between Robinson Ferry Bridge and Alton Grade Crossing. Bids called for October 25 and Frederickson Bros. of Emeryville were low bidders. Job will be about \$1,000,000.

2. In Del Norte County there will be surfacing of the present N. M. Ball Sons job amounting to 4.7 miles.

3. 1.4 miles of realignment and surfacing and undercross from one mile south of Scotia Post Office to North Scotia Bridge.

4. In Arcata, the Burns' Freeway, overheads at 11th and 14th Streets.

5. 2.8 miles primary resurfacing and small realignment, north from Trinidad.

6. Oiling and sealing from South Fork of Trinity River to Del Loma.

7. Bridge repair at South Fork of Trinity River, amounting to about \$50,000.

There may be some secondary highway work which information is not available to us at this time. In closing, I would like to remind all of you brothers that when sending in your dues or any assessments, please do not fail to enclose your card.

TIRE FAILURE

Causes of automobile tire failure include improper inflation, excessive speed, sudden stops, bumping or driving over curbs, and parking on oily floors.

Fresno—

Start 2½ Million Yards of Concrete Into Pine Flat Dam

H. T. PETERSEN and LYNN MOORE,
Business Representatives, Local 3

November 2nd is a day to be remembered by some of the old timers as the first pour was started on the Pine Flat Dam. The 20-ton bucket started its descent with Brother G. W. (Lightning) Chandley at the controls and Brother Ed Dees at the telephone directing him on its way for the first of 2,500,000 cubic yards of concrete to be poured into the dam. In order to realize this, the company first had to start excavation for plant sites such as the screening, segregation, batch and refrigeration plants and six miles of railroad which they started in January of this year.

R. A. Heintz Co. are finishing up on the last of their section of Highway 180, about three more weeks. Dicco Company of Los Angeles have sub contract on surfacing.

Phoenix Construction Company going right along on their highway job between Orosi and Dinuba. Lloyd Watson is now grade foreman. The company is moving in their hot plant from Bakersfield to be set up at Sanger Beach.

Bechtel Co. - Morrison Kundsen at Auberry, on the dam site have topped out the dam although they have quite a bit of clean up work to do and back fill. All working on a one shift basis except the shop on a two shift basis, small crew. The power house is completed except for the machinery which has not been installed as yet.

United Concrete Pipe and Vinnell on their Delta Mendota job still excavating with their drag lines, will be there up to the first of the year weather permitting. Several structures to be erected

and quite a bit of compaction fill to be handled by cats. No turnover on this job. Boys seems to be well satisfied.

Morrison-Knudsen, Hasler finished their lining operations on their section of the Delta Mendota Canal, doing quite a lot of clean up and completing structures.

Western Construction have subbed out the cat work to the John Delphia Company of Patterson and have moved in their 7200 Marion on their San Luis Wasteways project.

United Concrete Pipe at Tulare; the pipe plant have started delivery of pipe to their two jobs in Kern County. There are approximately 20 brothers employed by this company in their pipe plant.

United Concrete Pipe on the Tulare Freeway does not seem to be in any hurry to get started. There does not seem to be any information to be had as to when they will start.

Concrete Conduit Company at Lindsay have moved in two ditching machines and one cat for their 68 miles on the Lindmore Distribution System job and have started making pipe in their yard at Lindsay.

Bechtel, Price, Conyes "Big Inch" pipe line has been completed and a barbecue was held for all employees and friends. Several of the brothers are going to their job in Arkansas.

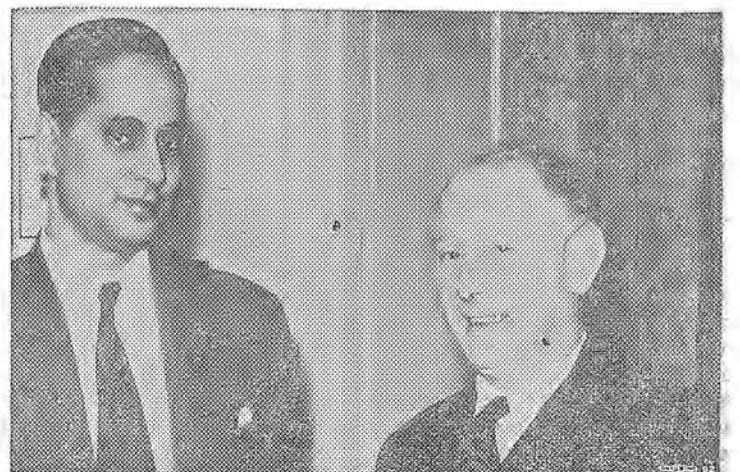
Interstate Trade Limits Defined

Washington (LPA)—The National Labor Relations Board announced the "yardsticks" the other day by which it proposes to mark the exact boundaries of its jurisdiction.

But Robert N. Denham, the man President Truman fired from the post of board general counsel in September, may yet make the yardsticks useless. The reason: the courts must still rule in a case in which Denham tried to extend jurisdiction further than the five man board thought proper. George Bott, the new general counsel, said he concurred in the yardsticks, but Bob Denham's ghost is haunting the NLRB.

The exact extent of the NLRB's jurisdiction hinges on interpretation of the interstate commerce clauses of the federal constitution and the Taft-Hartley act. In general, the government or a government agency have jurisdiction in any matter where interstate commerce is involved. However, the NLRB believes that there should be practical limits on its jurisdiction if only in the interest of efficiency.

Denham, as general counsel and field supervisor under Taft-Hartley, frequently accepted cases which the board thought was none of its business. To cap matters, Denham contended that once he had accepted jurisdiction the board could not throw a case out.



ASIA ICFTU SPOKESMAN.—Dhyan Mungate (left), seaman from India, advised by J. H. Oldenbroek, secretary general of the Intl. Confederation of Free Trade Unions, that he has been selected to head the ICFTU information and advisory center in Singapore.

San Jose—

Thanksgiving Thanks For a Good Year in San Jose Area

By M. G. "Mickey" MURPHY, JOE RILEY, C. L. CASEBOLT Business Representatives, Local 3

From now on, brothers, there is bound to be some lost time on account of rain, but we must admit that we have really enjoyed good times in this district this past year and have much for which to be thankful. We have had eight major highway projects totaling nearly \$10,000,000 plus two dams at an expenditure of about \$4,000,000. On top of this, many millions have been spent in subdivision and underground work—probably around \$5,000,000. So, we can truthfully say without fear of contradiction, that this past year has been very good for most of our boys.

From all indications at the present time, it looks as if 1951 will be fairly good, too. One of the projects to come up in '51 is the Lexington Dam. At the present time Guy F. Atkinson is relocating the Los Gatos-Santa Cruz Highway. This job must be completed before the actual construction of the dam can begin.

Then, we have two more generating units to be constructed on the PG&E's huge plant at Moss Landing which will add approximately 260,000 HP to the present 402,000. This will make a grand total of around 660,000 HP. Now, as for cost brothers, the present three units just completed cost approximately \$51,000,000. Assuming that the new units will be identical, you can get an idea of what they will cost. Yes, it looks as if we will have continued activity on this project for sometime.

Adjoining this project, we have the Kaiser plant which is installing a new kiln to their present facilities. This plant at present is employing about 28 of our people on production. On the construction end, there are shovels, truck cranes, backhoes, hoists and dozers—all operating to capacity. We encountered some old timers on the equipment such as Jack Johnson, "Super" for Condict. On the equipment, Dick Pimentel, Red Stroble, D. C. Hayward, George Landis, Duane Craig, Fred Stueler, L. M. Leland, M. C. McAlexander and V. N. Dotson, J. C. Hamby and J. P. Mutter, H. A. Southworth and Fred Whitley, H. A. Montgomery and J. F. Givens. When this kiln goes into operation, it will just about double the present capacity of this plant which is producing MGO—magnesia oxide and other lime products.

There is more highway work to come up on 101 in '51. Much of this will be around, and south of Salinas. A \$15,000,000 dam is to be built across the Salinas River near San Lucas—probably sometime early in '51. It will be about 6,000 feet across and 140 feet high. Oh, yes, San Ardo Oil Fields are beginning to show activity too and then there's rumors of a new pipeline to go in from San Ardo to Bakersfield—also and air strip in Camp Roberts in the spring. Then there's still talk about the breakwater for Monterey. Much underground work is planned for the following localities—Monterey, Carmel, Watsonville, Santa Cruz and Salinas... Downer Construction Company is working on their sewer job at Salinas. They are employing several engineers... Bonner Terry is making good progress at Soledad. This is a small job... Valley Trenching also has two jobs at Monterey with several engineers employed at present...

SALINAS STREET JOBS

Granite Construction have been awarded a curb and gutter job for the City of Salinas. This is a winter job and will keep quite a number of the boys busy... George Agusta has about eight engineers employed on his various jobs in and about Salinas... Fowler & Myers have been awarded a storm drain job at King City. This is a new company in the construction field... Ed Donahue is going along the same as usual with his usual crew... E. G. Perham has the contract to repair a couple of bridges on Highway 1 (which incidentally is really narrow and

winding). This job is about 70 miles below Monterey.

There is quite a little underground work to come up in the little cities of Los Gatos, Los Altos, Sunnyvale and Mountain View and there is even more planned for San Jose in '51. Some of the underground work which has had the streets of San Jose torn up for the past year is finally coming to a close. Those winding up are Ted Bares \$276,000 storm sewer job, A. J. Peter's two sewer jobs totaling about \$340,000 and Pisano Bros. two jobs. C. F. Dorfman is still going strong on his two jobs, also P. & J. Artukovich who is working on Dry Creek Road and in and around the Los Gatos and Campbell area.

Oh yes, we must not forget to mention the Artukovich Bros. & Steve Rados who have all but finished their San Francisco Water Line Contract. They have loaded out their big "Dipper" and other equipment and have routed it for Los Angeles or other destinations. There is still much backfill and detail work to be completed, however. Brother Cliff Pelland and J. Sadowski will more than likely spend some of their holidays in and around San Jose.

Another big project, the Austrian Dam, is all but complete except for the considerable amount of detail work which is left, but the bulk of the two million yards is in place and Brother Ostrom (who is the Super) is in high hopes of seeing the acceptance papers long before the holidays.

EARL HEPLE KILLED

A very tragic and regrettable accident occurred recently on the dam. Earl W. Heple, a well-known San Jose contractor and who had the general contract on the dam, was drawn through the huge 52" pipe for 1200 feet under 80 pounds of pressure to his death when he attempted to dislodge mud and rocks which had accumulated and stopped up the pipe. Since Mr. Heple's death, the company has reorganized and a few changes have been made. Brother Bob Reed is now master mechanic, Brother George Russel, assistant manager, and Elmo Pardini, construction manager.

Guy F. Atkinson, who is building the Anderson Dam, (just out of Morgan Hill) is also winding up the job pretty fast, but at this writing they still have about 400,000 yards yet to move. However, they are in hopes of cleaning up by Christmas... Eaton & Smith of San Francisco, who had the Pacheco Pass job, and Clements Co., who had the surfacing have also moved out and to "greener pastures"... Frederickson & Watson of Oakland, who have been so fully occupied on their Gilroy (101 Highway) and Hollister jobs for the past year are making an all out effort to complete the contract before the dead of winter sets in. We understand they grabbed off a nice one over in Brother Clem's section (ask him)...

AIRPORT JOBS

Leo F. Piazza, who has been extending the runways and taxiways on the Municipal Airport, is in high hopes of having them completed by the first of the year. Brother Earl Rhodes is the Pusher on this project. This same firm has now moved a large portion of the equipment used on the airport over to their subdivision job on the El Camino, adjoining Santa Clara. Vincenz Bros. of Salinas, also have two Cobras on this job. We will not even attempt to mention all the subdivisions under construction in this territory but there



MANPOWER CHIEF—Robert O. Goodwin has been appointed director of the new Office of Defense Manpower, in charge of mobilizing labor for defense work. Goodwin said that shortages are developing but that manpower controls "are not needed at this time." —(LPA)

are quite a number. We can truthfully say that all of our local contractors, namely, J. C. Bateman, A. J. Raisch, Carl N. Swenson, E. Hathaway, Earl Heple, A. J. Peters, Leo Piazza, Pisano Bros., C. Albanese, Joe Douglas, Coast Paving, Warren Cottle, Ted and Clarence Tressler, Eddie Bernal, Roy Davis and the others who are in and around San Jose have all had their share of work this year and from all indications, next year will be equally as good.

In closing, we extend our very best wishes to each of our members and their families for a **HAPPY THANKSGIVING.**

NEWS OF THE BROTHERS

Bechtel, Callahan & Price, who had the "big inch pipeline" from Needles to Milpitas, celebrated the completion of this great project with a nice barbecued dinner for their employees, etc., at Panoche, recently. (Panoche is about 45 miles south of Hollister... Received a letter from Brother Charles Freitas from Kaohsiung, Taiwan (Formosa). Charley has been working for the Chinese Government but he says they ran out of silver dollars. He ran out of a job and now he is going to be running home, shortly...)

Am very sorry indeed to report the death of Brother Hillman Nankivell, who has been laid-up for sometime with a heart ailment. Brother Nankivell was one of the real old timers, a fine union man and grand person and I am sure he will be missed by many of the brothers... Brother Gordon Paddle met with an accident while driving to work on his motorcycle recently and came out of it with a broken shoulder...)

Brother Daniel J. Rogers, who works for P. & J. Artukovich, slipped off the equipment during one of those stormy days and broke his wrist... Brother Phil Cardona received a fractured skull (but they say not too serious) while working for Guy F. Atkinson at the Anderson Dam... Received a letter from Brother W. E. Doyle from Entiat, Washington. Bill says he expects to be back down this way before long... Brother Joe "Alaska Joe" Bertrand has acquired a desire to see Afghanistan, and is now well on his way... Attention, Brother J. Aitkin, we have a check in the office for you from C. F. Dorfman... Brother Earl C. Lloyd is very ill and confined to the Park Lane Hospital in Salinas. We wish 'em all a speedy recovery.

★ ★ ★

Seasonal Business Must Have Election At Production Peak

Eastport, Me. (LPA)—There'll be nothing fishy about the NLRB representation election to be held at the Associated Fish Products Co. here. Upholding an AFL petition, the NLRB told the company it could hold the election only at the peak of the season when all its employees are at work.

San Francisco

Rains Crimp Jobs Briefly in S. F., But Work Holds Good

By PAT CLANCY and RUSSELL SWANSON, Business Representatives, Local 3

The few days of rain that S. F. had this past month caused the out-of-work list to grow but with the slackening of the heavy "dew," work has picked up considerably and once again we are happy to report that most of the men around the Bay Area are working. The majority of the S. F. contractors only lost about a day's work due to the weather conditions and that was for the reason the men did not want to work in the heavy wind and rain.

Barrett & Hilp are going right along on the Sears Roebuck store located at Geary and Masonic. The various sub-contractors doing work on this project have been Case & Case, Soule Steel, and Rosenberg Bros.

Piombo Construction at the present time is building a road behind the U.C. Hospital. Eaton & Smith have been doing the dirt work for the additional building that will be erected. Empire Construction also has been working on an additional building in back of the main wing of the hospital.

Williams & Burroughs are on the final stages of the 87-unit housing project just about Fifth Ave. and Kirkham.

The Stoneson site has been fairly quiet but they have been working on the first building going in, which is the Emporium department store.

BROADWAY TUNNEL

The Broadway tunnel project has a number of engineers employed but as far as we see it they have the majority of the men that they will need to complete the job. We might add that there have been a number of men who are under the impression that there will be a lot of engineers needed on this project and have called from all parts of the country inquiring about the same. It will save you the price of the phone bill if you don't call, for our answer will be that the job is pretty well loaded with engineers.

Granite Construction has made quite a hole in the overpass at Mission and Alemany. The present overpass is to be entirely torn down and a new overpass will be erected.

Eaton & Smith have been keeping a number of the brothers busy on their project at Lands End. They also have just about completely moved into their new yard at 24th and Michigan Sts. This yard is quite an improvement over the old yard on Ocean Ave. They are also working on a number of jobs all around the city.

C. Harney also is doing all right for a lot of engineers. They have projects all over and it is hard to keep up with the fellows—one day a piece of equipment will be on California St. and the next day you might see it on Jackson St., 8th, 11th, 12th or Castro St., or darn near any other street in town.

Devencenzi Bros. have their shovel working on 17th St.

Walsh Construction is down to a minimum crew now and should keep them busy until the first of next year.

Hyman-Michaels has a number of mechanics and everything seems to be pretty peaceful there now.

There is still a lot of other work going on around San Francisco and as far we see it should be busy here for some time.

PERSONAL TOUCH

There is not much to report on as far as the overseas jobs go. One brother was in the office a while back after being gone for some time. The member was Virgil Lancaster, who has been working for various contractors in the last 35 months. He was on Okinawa for Atkinson, the Marshall Islands for Holmes, and in the Philippines for Drake, Utah and Grove. Glad to see you back, Virgil, and thanks for coming into the office and saying hello.

THAT BOY TAYLOR!

A few weeks ago we were reading the paper and came across an interesting article. It took our particular attention especially when we found that the party involved is a member who is on withdrawal

at the present time. Seaman First Class LeRoy (Earl) Taylor was aboard a tug off Korea and there wasn't a he- of a lot to do, so being as the Marines were doing some of the hard fighting, he decided to join the Marines, and that is exactly what he did—the only trouble was that he didn't notify anybody. It seems as though he was in the thick of the fighting and was nicked a few times by machine gun bullets but that didn't stop him and he managed to do a lot more than his share. Then he heard that the fighting was about ended so he went back to the tug, but to his dismay he found that the war wasn't over and so once again he "joined" the Marines, who were then fighting at Wonsan. After doing some more good turns and risking his life a number of times, they caught up with him. Now he is up for court martial and also has a few letters showing he is a candidate for the Silver Star. This is the only information we have, but it is our opinion that he is a HERO.

C. R. (Ray) Wooldridge and Carl M. Wooldridge were in the office and are on their way to Afghanistan for M&K for two years. These members are going over as foremen. Thanks for dropping in at the office, boys, and best of luck to both of you.

Don't forget, brothers, blood is still needed for some of the brothers and their families, so won't you go and donate a pint at the Irwin Memorial Blood Bank, to be credited to the account of the Operating Engineers.

★ ★ ★

Basements Are Not Adequate A-Bomb Shelter, Is Belief

Protest that house basements are not adequate shelter for protection against A-bombs has been made by the American Institute of Architects, construction experts, and others.

Labor organizations are advocating a work program on tunnels, subways, covered roadways, underground garages, and other types of useful development that can be converted into bomb shelter during an emergency.

The National Security Resources Board in its new official defense booklet advises householders: "If you have a basement and time to get down to it, lie flat along the outer wall or near the base of some heavy supporting column."

The booklet, entitled "Survival Under Atomic Attack", reasons that "upper floors of most buildings... will be pushed in" by a bomb blast.

New York defense planners issued similar advice, and Harry M. Prince, president of the New York chapter of the American Institute of Architects, protested, stating that only 10 percent of New York's cellars would be reasonably safe in an attack.

The architects and others are concerned over much information being dispensed to the public without adequate consideration for technical knowledge and ignoring such problems as load-bearing, ventilation, exits, cubic feet per person, etc.

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Behind 8 Ball

In Union City, N. J., the American Billiard Co. found itself behind the eight-ball when the NLRB ordered it to stop interfering with the union organization of its employees.

Stockton—

Engineers Push Wasteways, Tunnels, and Power Lines

By ED DORAN and GLENN DOBYNS, Business Representatives, Local 3

New jobs in the area are the Newman Wasteway and San Luis Wasteway. A. Tiechert and Sons of Sacramento and United Concrete Pipe Company and the Vinnell Company have the contract on the Newman Wasteway. Western Contractors have the job at San Luis Creek just south and west of the town of Gustine. These two jobs will probably run late into next year.

The Bear River job consisting of two dams and a tunnel is going along very smoothly. With Hugo "Red" Russell pushing the gang on excavations, the tunnel will be holed through by the time you read this. A model 151-M Marion shovel has been delivered to the job and is in the process of being erected. This is a six-yard job. One 80 NW should be on the job any day, with one more of each to be delivered.

Walsh has started in on the tunnel above Salt Springs and is prepared to stay on the job and work—although there is 30 feet of snow at times during the winter.

Judson Pacific Murpny Company is going right along with the transmission lines that will bring power from Keswick dam to the Tracy pumping plant.

In the past month, the Stockton office has been successful in signing agreements with the Sonora Marble Aggregates Company, Maxwell of Sonora, and Jim "Hardrock" Johnston of the Johnston Rock Company of Stockton.

COLORED MARBLE

The Sonora Marble Aggregate Company is located near Columbia and they process different colored marble to be used in fancy terrazzo work. Their products are the finest in the land and are sent all over the United States. If you are up Sonora-way stop in and see the operation, it's every interesting. Local No. 3 is proud to welcome the employees of this concern into our Union.

Got a call from Bob Hinkson the other day. He can't go to work until he gets all his hay mowed and into the barn. For Bob's information, alfalfa is a damn poor substitute for food if you have to eat much of it.

James Walton McAnnally is the new addition to Bro. McAnnally's family. After four girls, a boy finally arrived. Jim Sr. has been strutting around Manteca like a pointer pigeon.

Brother Barney Bell is finally up and around after months in the Collins Hospital in Turlock. Barney was seriously injured in a car and truck accident while working as superintendent for United Concrete Pipe Company on the Freeway in Turlock.

Earl Todd is in the Dameron Hospital in Stockton recuperating from a heart attack. He looked like a grizzly bear the last time I saw him—whiskers a foot long, but Bob McNabb, the Labor Temple barber took care of him in fine shape.

Brother John Carlson, one of the old timers in the dredging game, passed away last month and was buried at Stockton from the Martin Funeral Home.

MATERIAL SHORTAGE

A shortage of materials has caused a slowdown in construction of the \$12,000,000 California Vocational Institute, six miles east of Tracy. Macco Construction Company, who have the piling contract for 3760 piling, is six weeks behind schedule, due to delivery delay. Bro. Hugh Van Landingham who is operating the driver, and his fireman, Clem Revel, inform me the layoffs are hard to take while the weather is still good but feel the shortage may be due to government demands and a shortage of rail shipping. The pilings are sent from Oregon, where they are cut, peeled, and creosote-treated.

In other construction phases, the picture is brighter. Nearly completed is a 250,000 gallon steel water tank, standing 120 feet high. The tank will supply institution water needs. Completion of roadways has reached the half-way

mark and the laying of sewer pipe is getting under way, with Bro. Virgil Guptill acting in the capacity of construction superintendent.

On the job are Bros. Bill Bar, operating the truck crane, Dewey Basham, Walter Mills, John Woronuk, better known as "Cupcake", who is operating the back hoe and who is an "ex-carney" and gets homesick whenever he sees the carnival trucks rolling by.

Piombo Construction Co. of San Francisco have the job on Sonora Pass but have been held up due to eight inches of rain which fell overnight, also a slight snowfall, all of which makes Bro. Buck Hanna feel right at home. Buck is just back from a stretch in Alaska.

Bro. L. W. Straight, operator on N. W. shovel, recently moved to the high altitude, due to his wife's health. Bro. Walter Crane is acting as foreman. Bro. Kenneth Count is the heavy-duty repairman. Bros. Henry Swarouth and Dave Brown are compressor men. Bro. Jerome Berg does a fine job bumping the boulders around with the dozer.

Chittenden & Chittenden of Auburn have one mile to complete their 12-mile contract on the Le Grange job west of Jamestown. Bro. Bill Buckman stomps around and raises hell as the head nut buster with Bro. Al Winn operating the blade.

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Housing Curb To Be Felt by January

New government regulations controlling real estate credit are not expected to bite into the national home market much before January. After that, however, their effect in slowing down the market pace will be increasingly evident. Building trades are getting ready for a sizeable reduction in jobs, as a result.

FHA heads, however, declare that the restrictions will not kill home building, that they merely require that the home-buyer have some collateral in his house. They maintain the government wants 800,000 new homes during the coming year and will relax low-bracket restrictions if building falls below this figure.

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Backs Co-ops

St. Paul, Minn.—The Minnesota State Federation of Labor reaffirmed its support of cooperatives "as a legitimate part of our American economy" and urged its members to support co-ops actively, at its recent convention here.

★ ★ ★



WAYNE MORSE Oregon

Re-election of liberal Republican Sen. Morse was one of the few labor victories in the Nov. 7 election.



GIFT OF FREEDOM—Clyde N. King, chief of ECA's mission to Austria, and Austrian Social Minister Karl Meisel look over first pages of "Gift of Freedom" as it went into second printing of 100,000 copies in German to meet great demand. The book documents American labor's social and economic gains, was prepared by U. S. Bureau of Labor Statistics, has sold 25,000 copies in the U. S. at 55 cents per copy.

★ ★ ★

Peninsula District— CIVIC JOBS AND HOUSING GOING ON PENINSULA

By CHET ELLIOTT and HARRY METZ

Business Representatives, Local 3

During the past month contracts were awarded to the Rolandi Company for the construction of a Sewage Disposal Plant for the City of Burlingame. This firm has moved a shovel to the job and also has started operations on the J. O. Archibald earth-moving job for the San Mateo County High School District. Starting of the work has been postponed temporarily until the drainage system on the project has been completed.

The Henry Doelger Co. is still operating with a large crew of Engineers at Colma. This work appears to be a continuous operation by the year. Floyd Watson also is operating on a two-shift basis at Colma for the Stoneson Co.

Pete Farish has moved to his new shop and yard at South San Francisco and has a crew of Engineers busy on repair work in addition to the several construction jobs operating in this area.

The Buri Buri Ranch at South San Francisco has been the scene of much activity in the past few months. Several firms, including E. T. Haas, Stevens, Weber & McCann and others, have kept many Operating Engineers employed.

Sperry & McCue are operating at full capacity on the Swift Packing Co. job at South San Francisco; also on several other paving and grading jobs throughout this area.

FINISHING AIRPORT

At the San Francisco Airport, the Morrison-Knudson Co. has a small crew of Engineers working on the last part of the present contract. Two new sub-contractors have moved their equipment to this project. Manning & Whitaker, electrical contractors, are installing the lighting system on the new runways and the Justice Dunn Co. is planting grass and landscaping.

Barrett & Hilp has a crew of Engineers working on three large building jobs in this area: the Swift Packing Co., South San Francisco, and two large buildings in San Mateo and Burlingame.

All the local contractors in this area, including L. C. Smith, Bragato Paving Co., Charles Berger, Frank Smith Construction Co., Woodhouse & Douglas, and many others, are working at top speed to complete their many paving and grading jobs before the heavy rainfall starts.

The building material yards, quarries and asphalt plants in the district are all operating at full capacity, providing jobs for many members of Local 3.

Ukiah—

MENDOCINO CONTRACTORS ARE BUSY

By A. R. McCAFFERY

Business Representative, Local 3

Employment for Local 3 men is still holding up good in this area. We have very few men on our out of work list, with calls for operators coming in quite often.

The heavy rains of the past two weeks practically shut down all operations on construction and in the woods, but as soon as the sun came out they were busier than ever.

The large M & K Corporation job at Point Arena is progressing rapidly. The brothers are working nine and ten hours a day, seven days a week to complete this project. It is one of the toughest jobs I've seen due to the location. Last week when I visited this job I parked my car halfway up the hill. Brother F. V. Butler then took me on in a pick-up with Brother E. A. Bishop acting as co-pilot, but that was just the start. Before I returned to my car five hours later my transportation consisted of two jeeps and ending up with a bull-dozer. Brother Al Guaspari is superintendent of the excavation on this project with Brother F. V. Butler as his assistant. The following Brothers make up the able crew: L. C. Ferrier, L. Paulson, Roy Smith, Jack McCollough, E. J. McDonald, George Freeland, E. A. Bishop as master mechanic, Steve Pasquan and Julius Hakie.

Arthur B. Siri Co. of Santa Rosa is busy on their numerous jobs throughout the area. Their jobs at Salmon Creek and Bacon Gulch are in the completion stages, also their jobs at Cloverdale and Ukiah. Their job on the Masonite Road is going full blast and will last all winter. This is one of the very few jobs throughout the area that will operate all winter, seems the more it rains the more work there is.

C. M. Syar of Vallejo is trying to complete his jobs at Willits and Middletown before the rains really start. Tony has taken over the hot plant that formerly belonged to A. R. McEwen at Willits. Curly Williams is the superintendent on the Willits job with Brother H. W. Keeler as his able assistant. There are approximately 20 Local 3 men on this job.

Burman & Sons seem to be going along smooth on their job on the Willits-Fort Bragg Road. They have six dozers and a dragline working. The earth formation on this job is rock and shale so it looks like the Brothers should not lose too much time this winter.

O. C. Jones is winding up his job in Ukiah. This has been a good job for the Brothers. It has been a pleasure working with this company.

Tom Rich and Red King are keeping busy in Cloverdale at Rounds-Kilpatrick Lumber Co. enlarging their storage area.

J. R. Armstrong at Cloverdale have their new hot plant set up and in operation. If they get a break in the weather they should complete their highway job in 30 days.

NEW JOBS

Huntington Bros. from San Anselmo has been awarded a highway job between Gualala and Jenner. A. G. Rausch Co. of San Rafael has been awarded a drain and surface job at Healdsburg.

Dan Caputo of San Jose was low bidder on a bridge on the Stewarts Point Road, Healdsburg.

Eastern Building Drops

Construction contract awards in 37 states east of the Rockies in September dropped from the all-time high figure of August, though the first nine months were still ahead of the 1949 figure. September awards were down 17 per cent from August but were still 18 per cent above September, 1949. The nine-month total was 50 per cent above that of 1949.

Union Security Voted 313-60

New York (LPA)—Employees of the World-Telegram and Sun voted for union security in an NLRB election, 313 to 60. The victory for the N. Y. Newspaper Guild followed similar victories at the Herald Tribune, Post, Brooklyn Eagle, Journal-American, Daily Mirror, New Republic, and Standard & Poor's. A Guild strike at the World-Telegram & Sun closed the paper for 11 weeks.

Nevada Construction Co., Ukiah, was low bidder on a street and sidewalk job at Mendocino State Hospital at Talmadge.

IN THE WOODS

Baldwin and Straub has started a logging operation north of Philo. They plan to work all winter.

Albion Lumber Co. and several others are planning to operate all winter but there is a question about that—the rains.

All 3D members are busy with requests for experienced woods operators coming in quite often.

The general outlook for work in this area this winter is good. There seems to be more new work starting all the time. Of course this is just a supposition as we all know the winters are plenty tough up here. . . .

O. A. FOGELBERG ENGINEERING CONSTRUCTION PIPE LINES MT. DIABLO BLVD. & ELIZABETH ST. Lafayette 2, Calif. Ph. Lafayette 3700

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MORRISON-KNUDSEN COMPANY, INC. CONTRACTORS AND ENGINEERS 411-W. Fifth St. Los Angeles, Calif

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Sacramento—

Money OK'd for Some Good Jobs in Sacramento Area

By E. P. PARK and H. S. CLARK
Business Representatives, Local 3

Two important bond issues were okayed by the Sacramento voters Tuesday. By a 10 to 1 margin the sale of \$4,400,000 worth of bonds was authorized for the erection of a sewage treatment plant west of the Sacramento Airport. A nearly 7 to 1 vote approved the \$2,028,000 bond issue for street and highway improvement program. This will provide

stretch of four lanes behind them. Brothers Art Tiller, Wendel LeDue, Walt Hammersmith and Ted Sager are keeping a plant warm for Schwartz near Grass Valley. Brother Jay Harris is keeping his own equipment busy around Grass Valley and Nevada City. F. T. Bastian has added a snow plow to his equipment. Down at the other end of the territory most of H. Earl Parker's gang has moved back to Walnut Grove and Brothers Norm Brown (Delta Construction) and Lorrin Walther are topping off the levees. We'll give you more on the jobs in the Walnut Grove district next month.

Other good news was the restoration of the million and one-half dollar fund for initial work on the power house in connection with the Folsom Dam. This gives the project better than five million for this coming fiscal year. In this connection, another job on the abutment will be up soon and the Mormon Island job should follow shortly after.

Taking the bad with the good was the news of the elimination of practically all monies appropriated for further work on the Deep Water Channel. Not very much can be expected on this project this coming year.

McGillivray and M & K picked up the last two jobs to be let on the Folsom Dam project, a road realignment job going to McGillivray to the tune of \$194,000 and M & K knocking off the Hinkle reservoir job at \$196,814.

MANY OTHER JOBS

Considerable other work of all types and descriptions has been let throughout the area in the past month. Among them are a couple of highway jobs, one, above Placerville, going to H. Earl Parker for \$272,079. Word from this office has it that just the clearing will be done this year.

McCloskey and Harms have one other bridge for the West Sacramento freeway at \$76,346. Bethlehem was low at \$222,453 for a structural steel job on the new State Garage.

Affiliated Engineers is picking up a sewage treatment plant in West Sacramento at \$127,174. Small paving jobs are being done by the companies of McGillivray, Brighton Sand & Gravel, Teichert and J. R. Reeves.

Lentz Construction is picking up more sewer work, the last one for \$31,471. Plans are being approved for a new \$250,000 sewage treatment plant in Roseville. School jobs are being let all over the area.

This is more or less the general picture and it is a much brighter picture than the one we looked at last year at this time.

After a short but severe warning that the summer is about over, most of the jobs are rolling again. Up at Diamond Springs, on the John Mehren job, Brothers Warren Miller, Vernal Osborne, Paul Burt, Ben Shinn and Harry Lawler are trying to beat the weather out of that area.

In the same area, near Auburn, Joe Vicini's gang licked their dam job with only the finishing touches left. Brothers A. R. Allen, Max Pickard, Jack Bossi, Harvey Stanclil and Roland Smith did nice jobs here.

Over in the shop in Placerville, Bill Robinson is taking care of the repair end of the business. Also on the payroll of this outfit, Brothers Clarence Burris and Lorrin Crain are still on the Camino job. Brothers Paul Bear and Wm. Borree are on a job in another county.

Brothers Shinn and John Wunschel are on the Shinn shovel at Camino.

HIT LOWER ALTITUDES

Everyone is trying to get out of the high country before any more bad weather hits. Huntington Bros. have topped off their job at Washington and have moved to other parts. Fredrickson Bros. are about to do the same thing at Auburn and they'll be leaving a nice

Reno—

NEVADA BOYS RACE TO BEAT BAD WEATHER

By H. L. "CURLY" SPENCE
Business Representative, Local 3

Silver State Construction Company, better known as Andy Drumm, has finished his highway job at Oasis, Nevada, and is well along with his highway job at Cliffside, Nevada, four miles west of Wendover, Nevada. He has a good camp. The food is very good—I know, because I eat there when I am in the eastern part of the State. Andy Drumm is hoping that he can get the dirt moved before the bad weather starts, so that he can move his camp to the Boonesprings highway job, so the dear brothers will have a good place to stay this winter—for I think it is going to be a long, tough winter. Most of the brothers are happy and contented for Andy is good to them and they like to work for the outfit.

Drumm's bridge job on the highway from Lovelock, Nevada, to the Lovelock airport is going along in fine shape. Bros. Warren "Pinky" Vaughn and his oiler, R. C. Yturraga, seem to be the head men on the job.

Isbell Construction Company has started on their second large stripping job in Ingersoll Canyon, near Ely, Nevada. They are getting in some new equipment. They have a Churndrill, a new International Tractor, a Northwest 80, and another Northwest on its way. So the "muck" will begin to fly when they get going on a full scale of operation. They have three shifts at the present time on the Kimberly, Nev., stripping job with three Northwest shovels and seven tractors. They move an enormous amount of dirt in 24-hours.

Isbell Construction Company's highway job at Genoa, Nev., is coming along in fine shape. Bros. Chris Guldager, Ralph J. Cubberness, and Clarence Wibel are on the electric pulls. Brother Carl Haas is on the LeTourneau dozer. Brother David Germain is doing the heavy duty repair work on the job. Brother Floyd Lambert, Isbell's blade man, has gone to Ray, Arizona, for a few weeks to mix some oil. I wish him luck on his trip.

Brother Lewis Buckmaster is back with Isbell on the stripping job at Ely, Nev. Glad to have him back. He is one fine fellow and a good shovel runner—and that is the kind Mr. Frank Quilici, the super. likes. They call Mr. Quilici "Lots of Loads Quilici." Young D. Riley, the assistant super. keeps a watchful eye on the amount of loads that are put on on a shift.

Smith-Petersen Rock, Sand and Gravel outfit is going along in fine shape. Brother Chris, Petersen has almost worn out that link-belt shovel, but he has a tough job.

George Miller is going along fine, with no more oiler trouble, I hope. Some of his operators are still out of town; some at Chester, California; some at Leevining, California.

Most of the John B. Power Company crew is still out at Chester, California.

son, who does tractor work and landscaping. Call Fair Oaks 110-J.

Here's a brother that all the kids should meet—Jimmie Tilton, who has 18 ponies and, according to Jimmie, two Pepsi-Cola drinking jacksacks. We can vouch for the ponies.

Our thanks and admiration goes to the wife of Bro. John Miller. Her only fault is that she doesn't weigh enough. This was the only reason why she was turned down while trying to help us out at the blood bank.

Next time you see Bro. Art Nevers, take a good look at the button he is wearing. His dues are paid for the year of 1951.

★ ★ ★

The first Indian school in the state of Arizona was established at San Tan in 1871.

Marysville—

EARLY RAINS LEVEL OFF WORK LOAD IN N. VALLEY, MOUNTAINS

By WM. C. WAACK and LES COLLETT,
Business Representatives, Local 3

At this writing the rains have let up and everyone has gone back to work and that is pleasant to behold. There are no large jobs to come up in this district for the winter, insofar as we can find out from the highway department and the U. S. Engineers. The largest project in this district at present is H. Earl Parker Company's levee job between Knights Landing and Meridian, called "Eleven Sites." They have around 600,000 yards of dirt to move.

Piombo Construction job, on Butte Creek, near Durham, has been stymied on account of lots of rain. This job was for a total of \$701,000 with the Western Canal Irrigation Structure using about 250 cubic yards of concrete. On November 6, this concrete was being placed.

The John B. Powers Company of Reno, Nevada, got another 7,000 ft. extension on their sewer job at Chester, California, and also got a 3,000 ft. contract in Susanville. This job has 9 of our brothers employed, two back hoe crews, one trencher crew, a blade and a cat. Brother Jimmy De Lagrange is in charge.

The Eugene Alves Company got a small levee job near Gridley, right next door to their Butte City highway job. Handy, I call it.

Rice Bros. have a highway job on Road No. 759, in Oroville, for \$159,000 and are also back at work after the first fall rains.

Archie Till Company will have six cats in Glenn County on his clearing and levee job as soon as he gets the go ahead signal.

JOBS FINISHING UP

The American Bridge Company is tearing down the high line on the Rock Creek Dam and this canyon work is at an end.

Biasotti Company's road job at Comptonville has hed plenty of slides since the storm and keeps a shovel crew busy tossing those boulders over the side.

M. J. Ruddy will be finished with their hiway 24 job in about two or three weeks. We have quite a crew of members on this project.

B. S. Elderry of Berkeley was low bidder on bridge widening on Tule Canal in Butte County, near Biggs, California.

All gravel plants are busy in the district once more.

Landleveling has also had an upswing of late, with three Stockton firms doing business around here at the moment.

O'Hair Company of Colusa, California, got a job in Lassen county in Brother Red Hester's district, and took their regular men with them.

Personal mention: Brother Bird Gallagher writes us from Gonzulad, Turkey, and states he and Brothers Johnny Ried and Jimmy Doyle are over there on a 20-mile tunnel job with a few more of our gang to go over. He says he'll keep us up-to-date on the way they work.

Brother Red Hicks of Trans-Ocean Engineering Company went fishing in the Sacramento River and really caught a few nice salmon—12 to 15-pound variety. We have had no one in the first part of the duck season bragging about their limits of greenhead or other species of ducks. The pheasant season opens up soon and then we will see all the good shots around here.

CALAVERAS NEWS

The Calaveras Cement Company and the communities of San Andreas and Angels Camp will feel the full benefits of the announced \$600,000 expansion program. This initial expenditure is merely the start of a development that undoubtedly will make this company the major payroll of Calaveras County.

At a recent committee meeting held with management, Ed Barker, plant superintendent, stated that the new work would consist of new storage silos, increased raw-grinding facilities and the construction of new buildings and the expansion of the finish mill.

Eventually a fourth kiln will be installed, increasing the present 7,000 barrel daily capacity.

UNION-MADE CEMENT

Calaveras Cement is good cement. It should be, for every ounce of aggregate from the quarry pit to the pack house is handled and processed by members of Local 3. The effects of the "New work or old work" discussion was aired. A committee consisting of Lagarmaisino, Lyons, Quilici and myself, together with a committee of management headed by Mr. Barker and Mr. Love. A clear-cut decision covering this type of construction and repair was arrived at and for once we believe this matter is clarified to the satisfaction of all. We shall see.

In the confusion, the hustle and the bustle of the "big town," Bro. Olie Anderson and his family cracked up the family car. From Sacramento we went to Angels Camp, a phone call for Olie's son, Albert, to crank up the second bus. A similar fate was in store for the junior member of the family. Upon reaching the outskirts of the capitol, Albert was smacked into, but not too seriously. After temporary repairs the second car loaded up the family and back to Angels Camp they returned. Fortunately, none of the Anderson family were injured.

YUBA CONSOLIDATED

All members of Local 3 at Yuba Consolidated felt real happy about the promotion of Brother Frank Pegdon from winchman to Dredge-Master. Frank has a host of friends and each and everyone wish him well.

Another new face at Hammon-ton is that of Cecil Brophy, who is now acting in the capacity of field superintendent, together with Mr. Deaver. Rumors of a change of supervision have been rampant for some time at Yuba, but to date no confirmation has been made available for publicity.

Brother Tom Monahan, the grand old guy of the blacksmith shop has returned from an extended vacation trip to Boston. Brother Donald, Tom's youngest son, has been batching—and some say: practicing a new dance routine—not the rumba—not the samba, but the can-can. I didn't see, but Izzy told me—so did Bob Criddle.

At our Natomas meeting much to do was discussed about the doctors covering Natomas Employees. Brother Ed Park from Sacramento and I took this matter up with management and an effort is now being made by the company to clear this matter.

Brother Walter Heflin, of Capital, together with Ed Parks, are arranging for a meeting of Capital men. As soon as arrangements are made for the meeting hall notices will be sent out. Happy Thanksgiving.

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Fresno 'Noise' Law Is a Strikebreaker

(State Fed. Release)
The legality of a recently adopted anti-noise ordinance in Fresno County was challenged this week by Todd and Todd, appearing in a San Francisco court as attorneys for the National Farm Labor Union, AFL, and the California State Federation of Labor, Adopted for the obvious purpose of breaking the recent strike of AFL cotton pickers in Fresno County, the ordinance prohibits the use of a loud-speaker on highways and country roads.

The ordinance eliminated the NFLU caravan picketing technique by which workers were called from the fields in the spacious farm territory of Fresno County.

San Rafael—

NORTH BAY AREA HAS HEAVY VOLUME OF WORK UNDER WAY

By H. O. "HEINIE" FOSS
Business Representative, Local 3

The Pelican is again glad to report there is still a heavy volume of construction work going on in the area . . . which makes all the brothers in the area happy as well as the business representative.

Barrett & Hilp on their Kentfield job due to be finished in about two weeks, weather permitting, according to Brother Vern Dresser, superintendent, with recent rains causing some delay.

Francis Construction Company of Santa Rosa were recently awarded the \$270,000 Juvenile Hall and Detention Home in Santa Rosa . . . starting date unknown.

Petersen Engineering Company was awarded the clearing of the reservoir site at the Novato Dam . . . approximately a hundred acres . . . all mud.

Underground Construction of Oakland working like beavers on their telephone conduit and man-hole project at Hamilton Field . . . Brother Ralph Peck in charge.

A. G. Raisch Company going right along on their Sears Point-Sonoma County shoulder improvement project; also moving on their Yountville-Veterans Home road job . . . busy on street improvements in San Rafael . . . all over the area.

Karl C. Harneing making good progress on their Eldridge-Sonoma County Dam, naturally with the crew like Bros. E. H. Ritchie as foreman, J. A. Ritchie as mechanic and Hayden and John Spurlock, Don Allgood and Bob Seely on the cats with Sid Armstrong on the drag and motor patrol.

On the DeVelbiss spread at Belver, note that Bro. H. M. "Whitey" Miller is back on the job as superintendent—recently confined to his home for a few weeks.

Chilotti Brothers, San Rafael contractors, are continuously busy in this area . . . recently added a new Austin 99 to his spread.

Haltum Construction Company of Santa Rosa (the old Spaletta plant) where Bro. O. P. Charles is on the drag and Bro. H. F. Gibson in the hot plant and Bro. Les Palmer, general utilities, etc., at present installing washing plant for all the aggregates. These boids doing o.k.

Kervy Construction Company of San Leandro supposed to be busy on their storm drains projects in the city of Vallejo.

Parish Brothers of Benecia are coming right along on their road job at Tennessee Valley in Marin County with Bro. Ray DeWitt in charge . . . Bro. Rod Sheran is foreman on the construction end of the tunnel project for the Marin Municipal Water District where Bro. Joe Halverstead is supposed to do some mucking . . . nothing, as yet.

SEARS POINT JOB

Piombo Construction Company are finishing up on their Sears Point project which Bro. Jim Johnson is pushing since Bro. Bill Pierce went into the dairy business in Fort Bragg.

Basalt-Pumice-Drying Plant at Napa which was recently enlarged, showing considerable activity with Bro. Earl McCall as foreman . . . Bros. Quinlin and Dressel and Porter doing most of the shovel work here and Bro. Moyer punching holes for powder.

Brother Tom Hanna of Napa has recently taken delivery of a new D-8 dozer. Wonder if he can run it.

Bro. Marvin "Slush-Bucket" Lindley on the Straub-Petaluma spread recently suffered a serious arm injury when a tree fell on him. He'll probably whittle a new arm from it. Our best wishes for a speedy recovery. Paul Straub is doing alright with his crew of "Abe" Winsor, "Jug-head" Moore, "Swede" Begass, "Petunia" Poncetia and "Wild-Bill" Jennings as nut-buster.

Cunningham & Smith of Sonoma are in with their equipment giving Bro. Jim Lewis a hand. It's good to have these fellows around when business representatives get stuck in the mud up St. Helena way. Old-time skinnners will remember Jim and be glad to learn he is doing o.k. on dams, roads, etc., with a big backlog of work. Bro. Russell Pyle, one of the top

Reclamation in '51: \$355 Million for 17 Western States

Bureau of Reclamation this week announced a \$355 million power-water program for 1951 in 17 western states, a cut of \$29 million from this year's record \$387 million, for national defense savings.

Eight new storage dams, five power plants, two canal-system units, a pumping plant, and 2000 miles of power lines are in the 1951 program, which includes \$58 million for California's Central Valley Project. Irrigation water for 546,400 more acres will be provided, bringing the total under irrigation from federal works to 6,146,000 acres.

FINISH CVP CANALS

Chief aim for CVP in '51 is "to achieve the first regular operation of the initial irrigation features of the project. Virtual completion of the Delta-Mendota Canal, initial delivery of water to the Tracy pumping plant via the Delta Cross Channel, completion of the East and West Side transmission lines, and completion of the pumping plant switchyard."

The program also calls for delivery of water down the first 117 miles of the 153-mile Friant-Kern Canal. Initial water service is planned by the summer of 1951 for an additional 167,300 acres needing a supplemental supply and 3400 acres of presently dry land. Work on Folsom power facilities will include preconstruction activities and contracts for generating equipment.

OTHER PROJECTS

Other California projects: Cuchuma dam at Santa Barbara, \$9,950,611 to continue Tecolote Tunnel and the South Coast conduit. Solano project, \$321,000 for surveys and planning for more water. All American canal system, \$2,718,000.

Arizona and Nevada: \$8,980,754 to complete Gila Diversion works. Boulder Canyon project, \$11,280,147 for power development. Davis Dam project, \$20,953,963 to complete dam, power plant and transmission lines. Yuma levee system, \$770,393. Salt River project, \$1,445,998.

Utah: Provo River project, \$4,509,000. Weber Basin project, \$369,000.

Washington: Columbia Basin project, \$60,151,000. Yakima project, Roza division, \$409,000.

Oregon-Calif.: Klamath project, \$1,012,000.

Supreme Court Will Get NLRB Boycott Fight

Washington (LPA). — The National Labor Relations Board on Nov. 3 asked the Supreme Court to uphold its contention that the picketing of construction jobs employing non-union labor is a "secondary" boycott.

The Board, which has been cracking down on the building trades unions for this practice—about one-third of all injunctions against unions have been in this field—is fighting a ruling by a U. S. Court of Appeals which says such picketing is "primary" and proper under the Taft-Hartley act.

NLRB ruled against AFL electricians and plumbers in Denver who walked off the job and set up picket lines when a non-union subcontractor was hired. Other AFL unions refused to cross the picket lines and work bogged down. The NLRB said the pickets were conducting a "secondary" boycott against the main contractor, ordered them back to work.

The Court of Appeals reversed the Board. It said, in effect, that the main contractor knew what he was doing when he hired a non-union subcontractor and knew what would happen. The subcontractor was also directly employed by the main contractor and the main contractor was therefore directly involved—a case of "primary," not "secondary" boycott and permissible under the Taft-Hartley act.

Redding—

EARLY SISKIYOU SNOWS; SHASTA CLEARING IS LET; PUSH HIGHWAYS

By E. A. HESTER,
Business Representative, Local 3

It was previously reported that Archie Draper of Red Bluff was the successful bidder on a Clearing Project at the Shasta Reservoir. His bid was rejected by the Bureau of Reclamation. New bids were opened October 25th. W. C. Smith, Contractor, was the successful bidder and has been awarded the job.

Brother Floyd E. Hayes is moving a rig in on the project at this writing, and there will be about six rigs to follow. Mr. Smith was formerly with the Hintz Construction Company of Portland, Oregon. He recently finished a road job for the Bureau of Reclamation in this area. He also signed our "master agreement". We wish Mr. Smith lots of luck and hope more people like him move to this area.

Eaton and Smith have made a good start on their Hatched Creek job. Brother Andy Cathey is the chief commander. Brother Bill Pritchard is doing the heavy duty repair work. Tom Wagner and Richard Damon take care of the backhoe, while Brother Fred Dohle,

CAL. BUILDING TRADES WILL MEET IN S. F.

The thirty-fifth convention of the State Building and Construction Trades Council of California will convene in San Francisco on Dec. 7, 8 and 9. The sessions of the convention will be held in the San Francisco Building Trades Auditorium at 200 Guerrero street. Credentials to the affiliated locals and Building Trades Councils were mailed out a week ago and the first responses have been extremely encouraging. Over 500 delegates and friends are expected to attend.

The headquarters for the convention will be in the Whitcomb Hotel on Market Street.

Leading the speakers who will address the convention are Governor Earl Warren; C. H. Purcell, state engineer; J. Morrissey, registrar of the Contractors' State License Board; G. T. McCoy, state highway engineer, Division of Highways, and other prominent officials. In addition, Thomas L. Pitts, president, California State Federation of Labor, and C. J. Haggerty, secretary, California State Federation of Labor, will also address the delegates.

San Francisco Building Trades Councils are establishing a local committee to make all the preparations for the handling of the convention, and to make the delegates' stay in San Francisco a most pleasant one.

Not only will the work of the past year be reviewed, but a number of necessary improvements in the constitution will be considered, in view of the experience of the organization during the past year. The officers' reports to be submitted to the convention contain information of great value and will be of equal interest to the delegates.

This will mark the first convention held by the State Building and Construction Trades Council of California since its Constitutional Convention held in Santa Barbara a year ago.

Finish Super-Inch

Final 3,000-foot section of the \$63,000,000 34-inch, 501-mile gas line from Topoc, Ariz., to Milpitas was laid this week near Hollister. Valves open early in January, bringing 150,000,000 cubic feet of gas daily from western Texas. PG&E built the line to Topoc, and El Paso Gas from there to Texas.

Washington College, at Washington College, Tenn., was the first institution of higher learning established west of the Alleghenies.

and Brother K. R. Swanson are "herding" the cats around. If weather permits there will be more rigs on this job before long.

O'Hair Brothers also got off to a good start on their 13-mile stretch. Brother George McFadden, superintendent, reports that he has four rigs on the project at this time, and there will be more rigs later on. Brother Sid McBroome recently took over the job as grade foreman. The job is located 16 miles from Aden, and is a good place to park trailer houses.

SNOW TOO DEEP

The snow got too deep for Malfitane and Sone, on their project near Susanville, and they were forced to shut down for the winter. They are now moving their crushing plant to another location in the same area, and will continue to crush rocks for another six-weeks.

Everything is going well on the H. W. Ruby job near Corning. Brother Clarence Roundtree and Frank Simonick are looking after the shovel. Tom McBroome is operating the cat. A few more Engineers are due to move into this project soon.

Rand Construction Company will wind up their paving job on the Cedarville Pass in another week or two. All equipment will be moved to their job at Mt. Shasta. Their job will probably run late into next year.

The Swenson Company got an extension on their fish hatchery project at Mt. Shasta. They will probably be there until late spring.

PUSH FREEWAY

Frederickson and Watson are still going strong on their Freeway. There are so many Engineers employed there that it is difficult to remember all their names. But, I do know it keeps the general foreman, Brother Kenneth Fox, busy keeping them lined out.

It has been reported that the Brothers working for O'Connor Brothers, out of Red Bluff have been violating our trade's rules by working Saturday, Sunday, and overtime for straight time. O'Connor Brothers are engaged at this time in a lot of State highway work.

Elliot and Gist are getting pretty well under-way on the Sacramento River bridge job. The old time superintendent, Jess Hoops, known by many of the Brothers is handling this job. Brother Dave Tenny, and Ray Coby are looking after the shovel and Brother Ed Lynch takes care of the compressors. Brother Nelson W. Stroup is kicking a cat around out there, while Brother C. W. Powers carries the "monkey-wrench, and picks up the "nuts, and bolts".

Brothers Oscar Berghagen, and J. D. McDonald are doing a little scraper and dozer work for Kelly Brothers at Government City.

Brother Bob Kirtz recently finished his project at Shasta Dam for Frederickson & Watson, and has moved to Oakland to take over the the big Freeway project there. I understand that Brother Jack Tucker, the heavy duty machanic, went along, too. We have always found these two Brothers to be regular "fellows" where ever you may meet them!

A TOUGH SKINNER

I regret to report that Brother Victor Woodard met with a serious accident, while enroute to work. His car went over a 200 ft. embankment. He was pinned in all day before he was found. He came out with a broken collar bone, along with other cuts and bruises. Still in the hospital but coming along very well. "Let me tell you that these Local 3 cat skinnners, ARE TOUGH!"