



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 11—No. 1

SAN FRANCISCO, CALIFORNIA

JANUARY, 1953

Western Conference Will Fight Army Job Pirating



MUCH OF THE RESPONSIBILITY for the success of the semi-annual meeting of the Western States Conference of Operating Engineers, held in Phoenix on Dec. 13 and 14, must be given to the brothers pictured above. Shown are: (seated) I. C. Lane, president of host Local 428; Intl. Third Vice Pres. John J. McDonald; Intl. Sixth Vice Pres. Victor S. Swanson, new president of the Conference;

(standing) W. A. Gray, Local 428 manager; Intl. Rep. A. E. Laster, outgoing secretary-treasurer of the Conference; Intl. Trustee L. E. Egan, new vice president of the Conference, and Intl. Trustee H. H. Herbolzheimer.

Not in the group is the incoming secretary-treasurer, P. A. Judd, Local 12 secretary, who was absent because of a death in his family.

Phoenix Meeting Urges Uniform Welfare Plans

BRO. SWANSON NEW HEAD OF 11-STATE CONFERENCE

Plans for a stiff fight against Army personnel doing new construction and a recommendation for uniform approach to health and welfare bargaining were two of the most significant results of the semi-annual meeting of the Western States Conference of Operating Engineers, held Dec. 13 and 14 in Phoenix, Ariz.

Some 60 delegates and visitors from Operating Engineers' locals in the 11 western states participated in the sessions, held at the Hotel Adams in Phoenix.

Intl. Third Vice Pres. John J. McDonald attended as representative of Intl. Pres. William E. Maloney.

The International also was represented by Intl. Sixth Vice Pres. Victor S. Swanson, Chairman of the Board of Trustees H. H. Herbolzheimer, International Trustee L. E. Egan, Western Regional Director Newell Carman, and International Representatives James Estep, A. E. Laster and Joe Dzivi.

Also in attendance were construction industry leaders and Army and government officials. The industry people were prominent members of the Association of General Contractors from various western areas who responded to the conference's invitation to attend the proceedings as a step toward better relationships and understanding.

Representing the Army at the conference was Lieutenant Colonel Leo V. Merle Jr., Labor Relations Officer for 6th Army Headquarters, covering eight Western States, who conveyed a message from General Joseph M. Swain expressing his desire to maintain good labor relations in his command area.

RESENTMENT VOICED

Later, delegate P. E. Vandewark of Local 3 attested that relations with the Army have improved since Lieutenant Colonel Merle took over, but indignation of the delegates against Army, Navy and civil service encroachment on construction work still spilled over.

Delegate Russell T. Conlon of Local 302, Seattle, charged that Army troops are building roads, airfields, pipelines and other big construction projects in the Northwest and in Alaska and moved that the conference investigate and take action.

Other delegates cited new roads built, an 8000-foot landing strip

Local 3 Delegates Play Prominent Part in Meeting

The Local 3 delegation to the Western Conference of Operating Engineers in Phoenix, which played a prominent part in deliberations of that body, included the following:

Local Union Manager Victor S. Swanson, Pres. Pat Clancy, Vice Pres. H. O. Foss, Recording-Corresponding Secy. C. F. Mathews and Treas. P. E. Vandewark

Brother Swanson was elected new President of the Western Conference (as reported more fully in story in adjoining column). Bro. Vandewark is Local 3's representative on the Conference Executive Board.

Local 3 delegates who served on Conference committees were Bro. Clancy, on the By-Laws Committee, and Bro. Vandewark, chairman of the Health and Welfare Committee.

and similar activities by armed services personnel.

Negotiation and perfection of Health and Welfare plans was one of the items given the lion's share of consideration by the conference. The meeting had the benefit of the remarks of Brother McDonald, representing the International, who told of progress made in the East in health and welfare planning and furnished data on such plans.

The conference approved a report by its Health and Welfare committee which recommended that all local unions affiliated to the Western Conference seek to establish uniformity of conditions in the health plans they negotiate individually so that eventually the protection and benefits available to a member would be the same no

GUARD YOUR INSURANCE—PAY YOUR DUES ON TIME

By VICTOR S. SWANSON, Local Union Manager

It would be truly a pitiful thing if any great number of brothers in our Local Union had to be told why they should pay their union dues.

With the exception of that small number of individuals you will find in any place or any organization that will take a "free ride" whenever they can get away with it, most of our members, I am certain, know that in order to have an organization which serves them and protects them they have to pay the freight.

But it is true, and it is sad, that some of us—too many of us—have to be told why we should pay our union dues on time.

To these brothers I want to address an urgent appeal to keep their dues paid up at all times and not to fall out of good standing for even a few days.

There are all sorts of good reasons for that—all of the reasons why it is necessary to have dues at all. But I want to talk now about the one reason that should be of direct, selfish concern to every member—the protection of his rights in the Death Benefits paid by our International Union and in the Burial Expense Fund of Local No. 3 in which many of our members participate.

As you know, the International Constitution provides that 25 cents out of each of your monthly dues payments goes into a Death Benefit Fund. From that fund a set scale of benefits is paid to the beneficiary or beneficiaries of every brother who is fully paid up in dues and assessments at the

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Roads Wearing Out Twice as Fast as They Are Replaced

The federal aid highway system, which carries about 85 per cent of the nation's rural traffic, is wearing out twice as fast as it is being replaced, the American Road Builders Assn. warns.

The Association estimates that deterioration is at the rate of some 40,000 miles a year, and only half that mileage is being replaced each year. It figures that \$32 billion will be needed to bring the federal aid highways up to par.



S. B. WEHRLEY
Dec. 15, 1952

WM. C. WAACK
Dec. 27, 1952

ERNEST L. GOVE
Dec. 30, 1952

CHAS. J. ROSS
Dec. 31, 1952

KENNETH V. KRAMBULE
Jan. 5, 1953

CLYDE W. SMITH
Jan. 6, 1953

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GUARD YOUR INSURANCE— PAY YOUR DUES ON TIME

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time of death and who has been in continuous good standing for at least one year.

There are five classes—Class I, for members in continuous good standing from 1 to 5 years, payment of \$75; Class II, in good standing from 5 years to 10 years, \$175; Class III, in good standing 10 to 15 years, \$350; Class IV, from 15 to 20 years, \$400; Class V, more than 20 years, \$500.

For those of our members who participate in it, paying assessments as made necessary by the level of the fund, Local 3 provides additionally a Burial Expense benefit of \$500 to the beneficiaries of members who are paid up on all dues and assessments and have been in continuous good standing at least six months at the time of death.

All of the conditions and rules governing these benefits are set down in the most exact manner in our International Constitution and in our Local Union By-Laws.

The all-important rule in both cases is that in order for any payment to be made the member must be fully paid up at the time of the death and that he must have been in continuous good standing for the required length of time.

That is why it is important to you to pay dues on time and keep them paid up. Failure to pay on time can be costly in several ways. When a brother falls in arrears he has created a condition which cannot be quickly remedied, and which cannot ever be wholly repaired, even after he has paid up.

The brother and his family have lost the protection of the International Death Benefit altogether, for an entire year, even if he pays up within a day or two after he went into default.

And even when he again qualifies for the benefit, it is as a Class I beneficiary, with the lowest scale of payment. Thus a member may have 10 or 20 years of continuous good standing behind him, yet if he lapses he comes back in as though he were a new member.

In practical terms, therefore, whether you pay your dues on time can mean the difference between no death benefit at all, or the lowest amount, and the full amount you would be entitled to on the basis of length of membership in our organization.

Similarly, for those who participate in Local 3's Burial Expense Fund, when a member lapses he has to pay the \$5 assessment before he can be reinstated, and even then it will be six months before he has the protection which the fund was established to give.

These are costly, and in some cases tragic, penalties to pay just for being careless about paying dues and assessments on time. They may seem to some of you to be unduly harsh. But our death and burial funds are a type of insurance. They are our own insurance plans, run by us for ourselves, but they have to be run on businesslike lines, like any insurance funds, if they are not to go broke.

That is why the International Constitution and our own By-Laws have such definite rules governing these funds.

As officers of your union, ruled by the Constitution and By-Laws and sworn to uphold them, we have absolutely no discretion and no choice in the handling of death claims—we have to go by the book.

Sometimes it's only a matter of a few days. The brother has always kept his dues paid, and just this once he slipped. Why can't we just overlook it, or back-date the payment?

This is what the International Constitution has to say on this point:

"ARTICLE XX, Section 12. . . Any Financial Secretary of any Local Union altering the dues book of any member or deliberately reporting him suspended when he should not have been, or fraudulently recording any payment of dues for a deceased member after his death, shall be expelled and forever barred from membership in the International Union, and the Local Union shall be fined the amount due the beneficiary of such deceased member . . ."

You can see what that does—it absolutely ties our hands.

The only thing we can do is what I am trying to do now—impress on each and every brother in Local 3 the importance of keeping paid up and in good standing at all times.

This is truly one instance where you can get something for nothing. The dues and assessments have to be paid. It costs no more—and in fact sometimes less—to pay them in ample time. And simply by being on time, you get the full measure of protection and assurance that our death and burial benefit funds provide.

Brothers—and you wives who read this—it may be that I am a little selfish in making this appeal to you. Maybe I'm speaking to you on this matter partly to save me and the other officers some of the pain and sadness we've felt in the past when payment of death benefits had to be denied.

It is always saddening when that happens, but some of the cases have been truly heartbreaking, with families suddenly bereft of their provider and in dire need—and yet because of a lack of forethought by the departed brother himself, we could not—however much it tore at our sympathies

New Industries Bring Jobs to Stockton Area

By ED DORAN, WALTER TALBOT, W. M. GRIFFING and C. L. CASEBOLT
Business Representatives

The construction business in Stockton, Calif., is going at a snail's pace at this writing, due to inclement weather and soggy ground after having received over five and one-half inches of rain for the season to date.

Case Co., at Tracy Annex, is working the Gunitite crews as the weather will allow, and at this writing has approximately 100 days of work to go with two Gunitite machines, Brother Wallace on one and Brother Smoot on the other, with Brother Coy Sanders keeping the machines running.

Several of our brothers are in the various contractors' shops overhauling equipment, looking for a busy 1953 season.

During 1952 there were several new industries located in San Joaquin county with a nice sum of money invested and quite a few permanent jobs along with it. Here are just a few of the new projects that have and will further benefit Local 3 members materially.

Winston Steel Works, \$125,000 plant.

Best Fertilizer Co., \$1,700,000 plant.

Miller Malting Co., \$2,275,000 plant.

Sperry Milling Co., \$1,000,000 plant.

Pacific Portland Cement, \$1,200,000 plant.

American Reinforced Paper, Tracy, \$300,000 plant.

These plants are in their early stages of construction and when completed will have close to 500 employees that will bring a payroll of over \$2,000,000 to the Stockton area.

There will have to be a lot of new homes built to house these people and their families, so that is where Local 3 comes in again on streets, ditches and grading.

The Board of Education for San Joaquin county authorized a bond issue for almost \$12,000,000 in new and added school facilities the past year that are only about half completed at this date. Our present schools are greatly overcrowded.

Saw two of the brothers polishing up a late Christmas package Dec. 29th. It seems the Pacific Coast Aggregates at Tracy, Calif., had just unloaded a new Bucyrus, Model 54-B Dragline and the happy crew consisted of Brother Rene Day at the controls and Brother Tony Costa doing the oiling. Congratulations, you lucky rascals, take good care of this rig as you did of the other equipment you have been responsible for and your grandsons will some day operate the same one.

Brother Garland A. ("Tex") Bedford of Tee-Kay Mines, Tracy, is the proud father of a 9-lb., 14-oz. baby girl, born Dec. 26. Cigars are on the way.

The brothers of this area were saddened by the news of the tragic death of our beloved Brother William C. Waack and wish to take this opportunity to extend their heartfelt sympathy to his family and his fellow officers and business representatives of Local 3.

In spite of all the bad weather we are having, you can still find a number of members leveling land in the sandy soil. In the Manteca-Ripon area we find the Aklands

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—violate the very strict rules which tie our hands.

Even one case like this is too many. Brothers, through our International and our Local Union we have this valuable protection. Guard it, and do not let it be lost. It means nothing to us today when we are here, but tomorrow it may mean everything to those we love. For their sake, if for no other reason, see that your dues are paid up before the penalty date and that your good standing is not interrupted.

In Memoriam

*There are stars that go out in the darkness
But whose silvery light shineth on;
There are roses whose perfume still lingers
When the blossoms are faded and gone.*

*There are hearts full of light and of sweetness,
When no longer their life current flows,
Still their goodness lives on with the living
Like the soul of the star and the rose.*



1898 — WILLIAM C. WAACK — 1952

Tragedy has struck the Marysville office of Local 3—Brother Bill Waack has been missing since noon of Dec. 28, 1952.

Bro. Waack left for a duck hunting trip about 6:30 a.m. with Bro. Earl Brown of Lincoln and a young lad by the name of Popovich, to launch their boat in Feather River about 14 miles below Marysville.

The boat overturned about in midstream. Brown and Popovich were able to make the west shore, although the young lad had to assist Brown to make it. The Butte County coroner's office sent boats and grapple hooks to search for the body without success, and we still have boats on the river searching.

Bro. Waack was a native of San Francisco, born in November, 1898; was a veteran of World War I, having served in the United States Navy.

Bill had been a Business Representative for Local 3 for about 12 years, having served in Oakland, Stockton and other places on assignments before coming to Marysville in 1945. For the past few years he had been in charge of the industrial plants and gold dredges for the union.

Bill was a good partner in this office. He was gruff at times, but to those of us who knew him—well, it was only to hide a heart of gold, for we have seen him come to the aid of many brothers in time of need, and he never told anyone of his charities.

He was a man of many talents, too. Woodcarving, painting, lathework and repairing old or antique furniture gave him much pleasure. I've always felt that Bill should have been a short story writer for he was good with a pen and was also a good orator for I've seen him in action on jobs of organizing and he was very fearless in his speech.

We can tell you that Bill leaves a host of friends in this community from all walks of life and he knew more people by their first name than anyone in Marysville.

Bro. Waack leaves a daughter, Carol, a freshman in Yuba College of Marysville; a sister, Mrs. Louise Mettler of San Francisco, and his father, Mr. W. P. Waack of San Francisco. We extend our sympathy to these loved ones and pray that God will assuage the heartbreak and wipe away all tears.

The only thing we can say is that Bill's greatest pleasure was gathering a pal or two to hunt ducks with him—we hope the hunting will be good on the other shore. So long, partner, we will miss you.

—LES COLLETT.

\$15,000 Home Price Tag

Three out of every four homes built in the first nine months of 1952 carried a price tag of less than \$15,000, it was claimed by the Natl. Assn. of Home Builders.

Warren for Highways

Support of the state administration for a big highway building program in California was indicated in a state-wide radio address made recently by Governor Earl Warren. The governor said California "certainly needs a bigger highway program."

'Soil-Cement' Paving

The new "soil-cement" technique is proving successful in converting dirt streets of new building projects into satisfactory pavements. This is accomplished by mixing local soil and available aggregates with portland cement and water and compacting it to a high density. A bituminous surface treatment completes the soil-cement pavement.

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Know Your Union

Election Rules Protect Members' Voting Rights

(We are all proud of our union, Operating Engineers Local Union 3. It has earned wide recognition as one of the biggest and most effective local unions in the construction industry.)

(In order that every member may know all about our organization and how it functions, ENGINEERS NEWS is presenting a series of articles on various phases of the Union's structure and activity. This is the first of the series.)

A union is the sum total of its membership and exists only to protect and serve its membership, but much of the responsibility for accomplishing this task is lodged in the officers who are elected by the membership.

The officers, their duties, and the manner of their election are set forth very clearly in the By-Laws of Local 3.

The following officers are elected every two years: President, Vice President, Recording-Corresponding Secretary, Financial Secretary, Treasurer, Conductor and Guard.

Also up for election every two years are the seven members of the Executive Board.

There are three Trustees and three Auditors who are elected for three-year terms. However, these terms are staggered so that only one Trustee and one Auditor are voted on at each election. This assures a continuity of experience and service on the part of the Trustees, who supervise all funds and properties of the local, and of the Auditors, who make regular audits of the accounts of the union.

The Local Union Manager is elected for a four-year term.

All elections of officers are by secret mail ballot. The method of this mail balloting for officers is set forth clearly in the By-Laws, with ironclad provision for fairness and honesty.

All election arrangements are handled by an Election Committee of five members who are not candidates for any office and who are elected by the union membership on the nomination night.

The committee gets the lists of names and addresses of all members of Local 3 and is responsible for seeing to it that a ballot and the election statements of all candidates are mailed to each member.

The member also gets a stamped envelope in which to mail the ballot back, addressed to a lock-box in the main post office in San Francisco. This box is not opened until Election Day and only when a majority of the members of the Election Committee is present.

Any candidate for office can be present when the ballots are mailed out, and again when the lock-box is opened and the ballots are cast and counted.

Any member, by a request to the Election Committee, can see his own ballot on Election Day before it is cast.

The ballots are kept sealed in their individual envelopes until the committee opens the envelopes and puts them in the ballot box.

The By-Laws specify that this must be done in such manner that the ballot is not exposed to view. Only after that are the ballots unfolded and the votes counted.

This is just a simplified outline of the election procedures set up by Local 3's By-Laws to ensure the ability of the members to vote fairly and democratically on their officers.

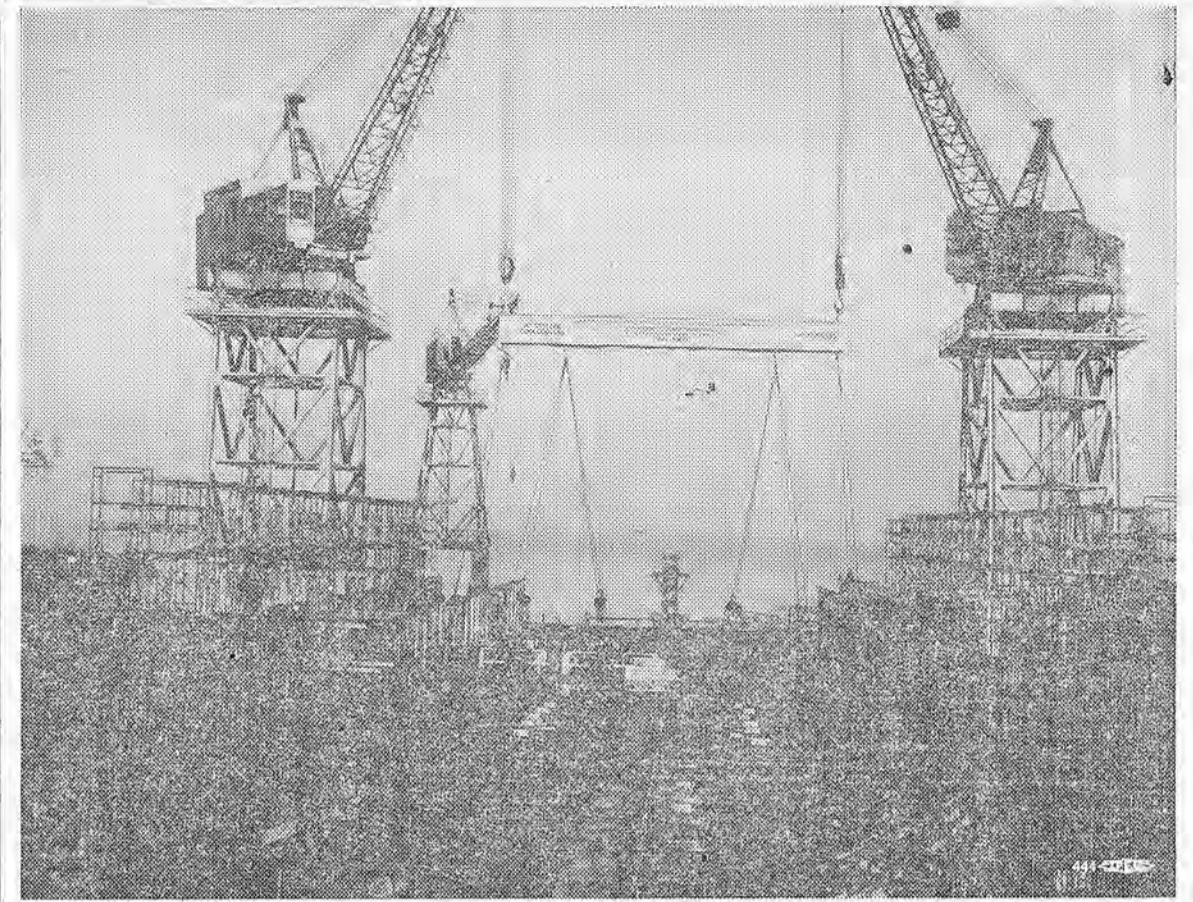
Local 3 is proud of the fact that ever since its first election of officers there have always been contests for the major offices. The members have had a choice in all these cases, and the fact that the present officials of Local 3 have been elected and re-elected by large majorities is an indication of the membership's confidence in them.

Here, for example, are the officially certified results of the last Local 3 election, in June 1951:

LOCAL UNION MANAGER	
Victor S. Swanson	4480
Lawrence H. Wixson	246
Don J. Russell	403
PRESIDENT	
Pat Clancy	3300

Al Leerberg	417
VICE PRESIDENT	
H. O. (Heinie) Foss	3223
James R. Johnson	540
RECORDING - CORRESPONDING SECRETARY	
C. F. Mathews	3208
R. F. Simon	453
FINANCIAL SECRETARY	
R. F. (Russ) Swanson	3061
Tom V. (Hap) Cromwell	500
Danny O. Dees	211
TREASURER	
P. E. (Van) Vandewark	3138
D. J. Seymour	555
CONDUCTOR	
Wm. C. (Bill) Waack	3459
GUARD	
Paul Edgecomb	3415
TRUSTEES	
Ernest W. Miller	3487
J. A. Carahoff	3258
AUDITORS	
Lester M. Collett	3411
H. L. (Curley) Spence	3442
E. A. Hester	3403
EXECUTIVE BOARD (Seven Members)	
Harry W. Metz	3141
Chet Elliott	3203
Ed Doran	3206
Al Clem	3166
M. G. (Mickey) Murphy	3144
Ed Park	2725
C. L. Casebolt	2471
Burney C. Leissner	487
James Murphy	1315
John T. Meyers	718
A. L. (Lew) Pitts	720
Lyle E. Atkinson	841
Floyd Greiner	663

Local 3's membership is large as well as scattered. The total



NICE WORK—WHEN YOU CAN GET IT—But the Navy brass will allow very little of such work to go to the West Coast if they can help it. The photo above shows the first keel-laying for a major vessel on the Pacific Coast in eight years. This is the start of the Golden Mariner, first of five fast merchant ships to be built by Bethlehem Pacific.

Operating Engineers, Local 3, members are at the controls of the giant cranes lowering the keel into place. However, other juicy ship jobs which would make work for Local 3 members and other metal trades workers have been pirated away from the West Coast by the Navy brass.

of 5,348 ballots returned represented approximately 42 per cent of all who could have voted.

As can be seen, the overwhelming majority of those who voted signified directly their confidence in the present administration of Local 3. With ample opportunity to have recorded themselves otherwise, it seems plain that almost all of those who did not vote also supported their union officials and policies.

The preceding vote tally provides a demonstration of union democracy in action in Local 3.

And it shows how, in exercising the democratic right of free choice, the membership has affirmed its support of and trust in the officials who have served them long and well.

Compensation for on-the-job injuries may depend on the speed and accuracy of the report which you must make.

WINTER BRINGS THOUGHTS OF REST - THE FINAL KIND

By GLENN L. DOBYNS, Business Representative

Here it is time for the January report and at this writing Old Man Winter has his say. Since rain, wind and flood waters have been dominating the headlines, we all know that any dirt job is now bedded down for the next few weeks.

Ben C. Gerwick Co. of San Francisco, have but a few days of work left to finish up their contract at the mouth of the Noyo River. So far they have had to put in six weeks of standing by waiting for just a few days of favorable weather.

Transocean Construction Co. at Philo are making wonderful progress in spite of the weather conditions on the Bridge job. The steel is in place and they are ready to pour the concrete deck.

This job is under the supervision of H. A. Murph.

Brother Glenn Bowman is operating the mixer and Brother Brad Strabel is the operator on the Clam Shell with Bro. Cal Barnett as the oiler.

COYOTE DAM ACTIVITY

There is plenty of activity, at least, going on connected with the Coyote Dam project. U. S. Engineers have one drilling machine. They also have one core driller putting test holes on contract basis.

The P & Z Construction Co. of San Francisco have a contract for test drilling. On this rig as operator is Bro. M. L. Huckleberry with Bro. Ernest Rolls as oiler. This contract calls for about 40 test holes.

Arthur B. Siri, Inc. of Santa Rosa have a bulldozer pioneering roads and some clearing, operated by Bro. Robert Hastings.

Some of our Engineers and State Division of Highways road crews have opened a slide on the Coast Highway to one-way traffic for small cars and if nothing unforeseen happens they will have it open for 2-way traffic in a matter of hours.

The slide closed the road between Fort Ross and Jenner. It cut the highway about 6 miles south of Fort Ross.

THAT 'LAST BED'

The logging industry has a lot in common with construction work where weather is concerned. Most of the milling companies provide for the wet months by coal-decking enough logs to keep the mill running through the winter months which supplies material for various enterprises in general.

One which is unique in the sense that we do not think of these enterprises in the general "everyday thoughts" is the casket industry.

And it is nice to know your last "bed" is solidly built.

Sarah Bernhardt added a handsome casket to her traveling equipment when she began her series of farewell tours. Her audiences were shocked but intrigued by her habit of occasionally sleeping in the coffin.

Then there was the eccentric octogenarian who invited his friends to inspect the coffin he had

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Brothers Get Handy With Snow Shoes

By LES COLLETT, Business Representative

HAPPY NEW YEAR TO ALL MEMBERS OF LOCAL 3, EVERYWHERE!

Of course the rains have been steady the past month or more, and we have threatened to buy a stop watch to count the minutes the sun shone. However, it would seem that 1953 will be a big year for our people in this area.

Rice Bros were awarded a \$46,000 job on Highway 24, at the Sutter bypass, below Yuba City, however, we don't know when they will be able to turn a wheel. Louie Rice stated to your representative that it and the Yuba City job would go forward as soon as permissible. The shop crew and gravel plants keep several members busy.

H. Earl Parker Co. is not doing much except repair work in the area, but Mr. Parker told me of bidding on four jobs within Local 3's jurisdiction. Archie Till has a rig or two on the rock piles at Hammonton all the time.

Lester L. Rice & Sons keep two crane crews busy the biggest part of the time, with jobs here and there in this district. Lefevre & Bing are proceeding with their small tunnel above Oroville. Bro. Jerry Raver, mucker operator on this job, has an injured back and will be off for a week or two.

The M & K Co., Inc. tunnel lining job at Greenville has been hampered somewhat by the cold weather and snow, and have to maintain a boiler crew on three shifts to keep the aggregate hot. Bro. Bob Harles is general superintendent with Bro. Joe Swicegood as master mechanic.

Bro. Ira Bashaw and Ira Jr., Paul Collett, Billy Weeks, Johnny Rusk, Tom Casada, B. E. Lawyer, Hank Allen and Ralph Wyatt, are

all learning to wear snow shoes and I'll bet that crew can change a set of tire chains better than any men in Local 3, as they get plenty of experience of the job.

Richter Bros. have their job completely down on 99E at the Oroville Wye, and so has the H. W. Ruby Co. Butte Creek Rock Co. keeps the regular crew on to catch up on repair work on cats, crushers, etc. during the rainy months, or to be polite, should we say inclement weather.

Bishop, Younger & Bradley have not been able to do a thing on the sewer outfall line in Live Oak, due to caving ground; a N.W. 25 would sing out of sight. San Leandro Construction Co. have about one more month in Live Oak on the city mains and get a day or so in now and then.

Stolte-M & K Co., Inc., joint venturers on the larger share of the Air Force Base work, have also been hampered by the weather. Same for Altermatt & Creasy and Rice Bros. on this base. E. T. Haas call in for men as needed and you are liable to see one of their rigs anywhere in our district.

Brown & Krull have a little work on the Yuba River. Virgil Beard keeps his new Bucyrus dragline busy in Sutter Basin most of the time. Charlie Lloyd has his 12-blade on Beale for a while.

B. Miles Thomas Co. of San Francisco, Calif. were low bidders

on the rehabilitation of the water distribution system at Beale, in the amount of \$33,313.50. Joseph Bettencourt of San Bruno, Calif., was awarded a \$270,000 contract for Thermalito Elementary School, near Oroville, Calif.

NEWS OF THE BROTHERS

Brother Clay Sidener, ex-superintendent of Harms Bros., took a withdrawal card and is a rice grower out in the Gridley district. Good luck to Clay. However, I won't have anyone to fight with, now. Brother Dale Young, better known as "Brigham," has bought a cat and signed a contract with Local No. 3. His phone number is Wheatland 2721. Best of wishes in your new venture.

We had a lot of nice cards from brothers during the holidays and we are thankful that so many remembered us here in Marysville. At this writing, January 7, Bro. Bill Waack's body has not been recovered, but we pray it soon will be.

Bill's daughter, Miss Carol Waack, and his sister, Mrs. Louise Mettler, have asked that we thank the following men and brothers for their help during this time, Local No. 3 members are: Jim Ashford, Chuck Stewart, Allen Haggard, Noah Chilcoat, Louie Smith, Ralph Garcia, Art Craig. Also the following friends of the area: Dutch Montana, Lloyd Littlejohn, Buzz Rose, our deep sea diver, Homer Miles, John Popovich, Franklin Morehead, Nubs Sligar and George Walling. Mr. Moody and the Salmon Bros. and the officers and members of Local No. 3 add their thanks also for a valiant and brave bunch of fellows.

Public Relations Report

Travel Pay Approved for Engineers in Piledriving

(Under this heading there will appear as a regular feature of ENGINEERS NEWS items of importance and interest to the membership supplied by the newly-created Public Relations Department, located in the San Francisco office of Local 3.)

By P. E. VANDEWARK and HARRY METZ
Business Representatives

A new year's present for members of Local 3 who are employed in connection with pile-driving work was conferred Dec. 31 by the Construction Industry Stabilization Board.

The Board approved travel expense payments for Operating Engineers engaged in such work on the following basis:

\$1.75 per day for the 15-25 mile zone.

\$2.50 per day for the two intermediate zones.

\$3.00 per day beyond the 25-mile zone.

The petition for travel allowance had been filed by Local 3 and the Piledriving Contractors Assn. of California.

Approval of the petition by the CISC establishes the travel payments as an "area practice," applicable to all such work in the 46 Northern California counties.

The travel zones are computed from four center points—San Francisco, Stockton, Sacramento and Eureka. The "intermediate" zones apply only to the San Francisco Bay area, designating areas at the northern and southern ends of San Francisco Bay as \$2.50 per day zones even though they might be within the 25-mile radius.

AFL GROUP WINS ANACONDA VOTE

Operating Engineers Local 3 was one of four AFL unions which, joined together on the ballot as the Nevada Industrial Council, AFL, won an important NLRB election last month at the Yerington, Nev., property of Anaconda Copper Co.

The AFL grouping won by a ratio of almost 12 to 1 over the United Steelworkers, CIO, in the voting conducted on December 18. The AFL's victory was officially certified by the NLRB on December 29.

The Yerington property is an open pit copper mine which is still being developed although some ore is being extracted and stockpiled for reduction in the mill which is to be part of the development.

When completed and in full production the Yerington mine and mill will be one of the nation's major copper producers.

NEW RATES FOR STEEL ERECTION

An increased scale of wages and an allowance for subsistence have been approved by the Construction Industry Stabilization Commission for Operating Engineers engaged in steel erection in northern California, northern Nevada and Utah.

The new rates established were:

Engineer, all hoisting equipment	\$2.90
Engineer, on portable compressor, pump	2.35
Engineer, on compressor, pump, welding machine, (more than one)	2.68
Engineer, on tractor and locomotive	2.73
Apprentice (fireman and oiler)	2.28
Heavy Duty Repairman	2.67

Also approved was a subsistence allowance of \$4 per working day beyond a 40-mile zone.

Under CISC Regulation one the wage rates for foremen and apprentices other than shown above may be adjusted in the amounts necessary to preserve the customary differential in the area.

The new rates were authorized on the joint petition of Operating Engineers Local 3 and the Iron-

worker Employers Assn. of Northern California.

They may be made retroactive to Aug. 1, 1952, by the parties who filed the petition and other firms which follow the area contract.

Report of Last Meeting

The meeting was called to order at 8:00 p.m., President Clancy presiding. Roll call showed Brother Wm. C. Waack deceased. President Clancy appointed Brother Spence to act as Guard.

A synopsis of the Regular Meeting Minutes of December 6 read and by motion approved as read.

A synopsis of the Executive Board Minutes of December 17 read and the acts and recommendations of the Board were by motion approved as read, except that section pertaining to the case of Brother Leo J. King, which was laid over to New Business.

A synopsis of the Executive Board Minutes of December 30 read and the acts and recommendations of the Board were by motion approved as read.

The following Resolutions were read as the second and final reading:

RESOLUTION

WHEREAS: It is an unfortunate fact that on past occasions various unsigned and scurrilous letters have been sent through the mails, handed to members or distributed on the jobs, and

WHEREAS: This kind of activity violates our International Constitution and our Local By-Laws, and is detrimental to the welfare of our members and a menace to our American way of life, and

WHEREAS: No man worthy of belonging to Operating Engineers Local Union No. 3 should ever allow himself to stoop so low as to be a party to this kind of anonymous, defamatory activity, and

WHEREAS: Any man, particularly any union man, should have manhood enough to sign his name to anything he writes so long as he believes in it, now therefore be it

RESOLVED: That the issuance and circulation of this kind of material within our union must stop, and be it further

RESOLVED: That the By-Laws of Operating Engineers, Local Union No. 3 be amended by the addition of a new section to read as follows:

"ARTICLE V, SECTION 8: It shall be an offense against this Union and a violation of these By-Laws for any member to distribute or cause to be distributed, by mail or in any other manner, any unsigned letter or statement of a scurrilous or defamatory nature directed against any other member of our Union or intended to discredit our Union. A fine of not less than Five Hundred Dollars (\$500.00) shall be imposed on any member found guilty of violating this Section, and he may be expelled by a three-fourths vote of the membership present at a meeting, as provided in Article XXIII, Subdivision 7 of the International Constitution."

It was regularly moved and seconded that the above Resolution be adopted. Carried unanimously.

RESOLUTION

WHEREAS: After a recent survey your Officers have found that the members of Operating Engineers, Local Union No. 3 have approved the erection of buildings in all the cities where the Union maintains offices, and

WHEREAS: Building sites must be secured, plans drawn up, contracts let and numerous other details cared for before this program can be put in effect, and

WHEREAS: It would be to the advantage of the Union if suitable building sites were secured far in advance of the time needed, therefore be it

RESOLVED: That the Executive Officers be instructed and authorized to purchase building sites and to erect buildings when funds are available, and that the necessary funds be withdrawn from the General Savings Account.

It was regularly moved and seconded that the above Resolution be adopted. Carried unanimously.

REPORT OF THE SICK COMMITTEE

The following Brothers were reported ill: John Borba, Herman F. Beitz, Eugene H. Burger, Wm. L. Brown, Fred Buelmeyer, Mitchell Botrick, Thayne Culbertson, Ivor Cunningham, O. A. Cooper, Gerald Cady, Stanley W. Coach, Gatlin Dorris, Louis DuBois, Wm. H. Farren, Oliver R. Greene, M. F. Gerhard, Clyde Howell, Tom Henninger, Ellis Hensley, Percy Howse, Henry Imboden, M. C. Jackson, Ralph Layman, Victor V. Miley, Rudolph Maynard, C. F. O'Dell, L. L. Oldaker, Charles Peters, Chris Petersen, Chas. M. Phenix, Thomas E. Rapp, Milam Swilor, Leo J. Suren, Daniel C. Smith, J. W. Tittle, Hurst I. Thyger-son, Guy Troedson, Norman R. Wing, Ralph Wing Clyde L. Whatley, Charles Watt, Franck C. Whitehurst, Peter Welter.

The following Brothers were reported deceased: Louis H. Leatham, Roy W. Sickels, S. W. Wehrly, Ernest L. Gove, Chas. J. Ross, Wm. C. Waack.

The membership stood one minute in silence in respect to our deceased Brothers.

NEW BUSINESS

Brother Leo J. King was requested to appear before the Executive Board for working overtime without pay. The Executive Board recommended to the Union that Brother Leo J. King be fined. It was regularly moved and seconded that the recommendation of the Executive Board be concurred in. Carried unanimously.

The Business Agents gave their usual reports which were accepted as given.

Brother Frank A. Lawrence, Industrial Accident Commissioner,

San Jose Sees Wet Month Ahead—Then Plenty Work

By M. G. ("MICKEY") MURPHY and A. J. ("BUCK") HOPE, Business Representatives

Well, brothers, this being our first issue for 1953, we will take this opportunity to wish all of you and yours a very happy and prosperous New Year. Let's all hope that this one will be even better than the past.

Now, as for what is doing in this district — about all we can say is these tri-weekly rains we are having and have had are certainly playing havoc with our two major high-

way jobs, our street work, new sewer lines, and subdivisions. Needless to say, it also retards our sand and gravel plants to a great extent.

At this writing we have eight or nine large subdivisions which are virtually flooded and some of the equipment is in about a foot of water. It appears to us that it may be this way for another month.

Granite Construction has all but closed down its freeway job and at present has only two mechanics

on the payroll, Bros. Toles and Malcolm, doing repair work on the equipment. Same applies to Fredrickson & Watson, who have the other section of the freeway.

McCammon & Wunderlich, who have the big storm drain out of Mt. View and Sunnyvale, are trying their utmost to get in a few days of work to make their job more secure against the ravages of the storms, and recently have met with a little success.

Coast Pipe Line, with a pretty nice job on Lawrence Road on which two shovels are trying to operate, faces the same problem. This also applies to McGuire & Hester, of Oakland, who have the southerly end of the same job.

John Tobin was the lucky bidder on another ditch job for the City of Sunnyvale, but at this writing just can't get started; waiting on Old Man Weather.

I. M. Metkovich and Robert Bek, who have two drags, a clam, two ditchers, etc. on their Mt. View project, have been pretty lucky up to now but the same difficulty has at long last overtaken them also and many of their crew have had an undesired vacation.

All our local firms on paving, excavation, and underground work have quite a backlog of jobs to start on when the weather clears. Raisch Paving Co. has about \$300,000, Leo Piazza about the same, and Ed Keeble has quite a sum in subdivision work. Tony Voss, Songroth Bros., Bateman, and other contractors have four or five jobs on the shelf. **So, brothers, when it dries up enough for these firms to start operations, no doubt our out-of-work list will dwindle.**

Little has been learned of Moffett Field plans on the runway extension or highway change. However, Chicago Bridge, M-K Corp., Eichley Steel, and Swenson are progressing nicely on their building and wind tunnels. Oh, yes, Carl Swenson Co. was low bidder on the new test chamber building for the eight-foot supersonic wind tunnel, for over \$1½ million. This work will start very shortly.

All in all, brothers, we do look forward to a fairly good 1953 in this district. Now we will go south to Monterey, King City, Salinas, and Camp Roberts.

SANTA CRUZ AND VICINITY

This area is very quiet at present. Santa Cruz Aggregate, Kaiser Sand, and P. C. A. have slowed down due to the rains. Los Gatos Construction expects to move their four jeeps to the P. C. A. sand plant at Felton, which will keep about six of the brothers busy the rest of the winter.

Granite Construction has started excavation for the Felton school, with progress depending on the weather. Raymond Concrete Pile has about three weeks left on the bridge job for Granite Construction in Santa Cruz.

There is very little activity in the Watsonville vicinity and, we're sorry to say, the PG&E plant at Moss Landing which kept many of the Engineers busy for the past three years has only four Engineers now employed.

MONTEREY-FORT ORD

This is about the only area where the brothers are being kept busy. Granite Construction now has completed the road job in to Del Webb's project and has

moved to the school job at Fort Ord. This job should last about a month and due to the sand will not be held back by rain.

Green & Merrill's sewer job will keep about eight of the members busy all winter. Webb & Hickey, Stolte, Peterson, and Normac are making fair progress with their various projects. Haas & Haney's job has slowed down due to inclement weather. Dinwiddie Construction Co. of San Francisco was low bidder on the Navy School job. Granite will do the excavating, which will amount to 60,000 yards, and will also furnish the concrete.

E. T. Haas has completed the sewer job for the Navy School and moved to the Haas & Haney subdivision at Pacific Grove. They also expect to start their water pipeline job for the City of Gonzales next week. Brother Calabrese has moved all of his rigs from the Haas & Haney subdivision to another area where the sand will keep them busy all winter. He also has three Koehlers from Phil Vincenz rented and at work for Monterey Sand, which we are happy to see during the winter season.

SALINAS

Granite Construction and Donahue Construction have a few small jobs in this area. Raymond Concrete is the only company working on the Keeble freeway job.

There is a pipeline from Morro Bay to San Ardo which so far has not reached Local 3 territory. At present we have four members at work on this project but expect to have more later. We still have about 15 members employed at the San Ardo oil fields.

PERSONALS

Received a nice letter from Bro. Grover Crews, who is working for B. P. M. on Guam; he has a fine job, good time and good eats. . . . Got a nice Christmas card from Bro. Woodie Goodman, in the Persian Gulf, wishing all the Local 3 boys a Happy New Year. Woodie reports a good job and good food. . . . One of our "old timers," Bro. Sidener, was just recently found in a real sumptuous duck blind, and wishing all a Happy New Year.

Bro. Leo Dehoney, who for the past three years was employed at Moss Landing, was in to extend his best wishes for a prosperous 1953. . . . Received a nice card and letter from Bro. Herd Whiting, in Mayfield, Ky. Herd sends his best for the New Year to all of Local 3. Hopes to be home soon.

Bro. Frank Gaumer, who has been on the sick list for the last couple of months with a cardiac condition, is recovering nicely and expects to resume light duties soon. Good luck, Frank.

"GOP Will Build No Big Dams"

"There will be no more large public dams" under the incoming Republican administration if it sticks to its campaign promises to cut taxes and trim federal expenditures.

That was the prediction made by Interior Sec. Oscar Chapman at a farewell press conference in which he summed up the 20-year achievements in reclamation work under the Democratic administration.

stated that members hired in the State of California for foreign work are subject to the laws of the State of California insofar as accidents are concerned on those jobs. His remarks were well received by the membership.

Report of the General Secretary-Treasurer was read by President Clancy.

There being no further business to come before the meeting it adjourned.

C. F. MATTHEWS,
Recording Secretary

OAKLAND AREA REPORT

Looking Into Crystal Ball— Work Will Be Good in '53

By AL CLEM, T. D. BRYSON, LOUIS SOLARI, L. L. LAUX
and JOE RILEY, Business Representatives

The beginning of a new year is a time when we are all tempted to take a look into the future and make predictions of things to come. Without undue optimism, it is safe to predict that 1953 will be a very good year, with a high percentage of the membership working on a variety of construction projects.

A look back to the year 1952 reveals that a total of 5,611 men were cleared to jobs from the Oakland office. Our current out-of-work list shows 252 operators and 104 oilers unemployed at this time, but with a little cooperation from the weather man we are confident that this number can be substantially reduced.

GETTING AROUND THE JOBS

Parker Steffin & Pierce's work on the new library on the University of California campus is fast coming to a close, with 90 per cent of the concrete already poured. Another 30 days will see completion of this portion of the work. Pouring of the concrete on the new Richmond Hospital, another of Parker-Steffin & Pierce's jobs, also is complete.

The drilling and pouring of the concrete for the base supports on the State Health Building in Berkeley now has been finished by Payne Construction Co. Independent Iron has several cranes at this job site, unloading steel and preparing to erect the steel structure for the building.

Raymond Concrete Pile Co., doing the piledriving for the Texas Co.'s new storage yard in Richmond, has about 1,000 more pilings to drive, with two piledrivers and one boom-cat working at present. The Texas Co. has started pouring the concrete bases for the large storage tanks.

United Engineering Co., a Philadelphia firm, has a contract to build a new phenol plant at Avon, with work just getting under way at present. The excavating and fill work for the new building will be handled by Winton Jones and Lu Jones, and the piledriving by Raymond Concrete Pile.

Leonard Construction Co., located in the same vicinity as the above-mentioned job, keeps going rain or shine on the new chemical plant for Monsanto Chemical Co. Pipe work for both the above chemical plants was handled by Stolte, Inc., M. G. M., and McGuire & Hester.

Three drill rig crews, working for P&Z Foundation Contractors, are busy drilling the holes for footings for the new Capwell store in Walnut Creek. Bro. Orville Dunham is foreman on this project, with Bob Cook, Frank Szendre and Jim Shotwell operating the rigs, and Dale Wheeler, Bob Shaw and Dick Shotwell are the oilers. Jim Shotwell, who is rumored to be quite a ballplayer, keeps his southpaw flipper in shape pushing the drill rig bucket around. Ariss-Knapp is doing the excavating, with a shovel crew and two cat-skinners busy at this writing.

Weather permitting, contractor William "Bill" Lance keeps several members of the local busy on grading, paving, and landscaping at the Park Haven subdivision at Four Corners, Concord. This contractor also will do the paving and grading at the Ranchitos De Moga tract.

Four new 1952-model TD-24 tractors were delivered by the Merrill-Brose Co. recently, two going to Eaton & Smith and the other two to Rutherford, Inc. This model has many improvements and excellent service and performance is expected. Merrill-Brose is completely tooled to take care of any type of repair service, having in their employ ten mechanics, five service field repairmen, two service engineers, and nine partsmen.

Kevry Construction Co. was awarded a \$43,000 contract for a new sewer to be installed at Kennedy and Frederick Sts., Oakland, with plans calling for work to be started Feb. 1. Kevry now has 12 members of Local 3 on the payroll,

with an increase anticipated with the beginning of the new job.

Another sewer job of considerable size is the sewer to be installed by the Oro-Loma Sanitary District on East Ave. in Hayward, where the contract was awarded to John Pestano. It is estimated that this job will provide about six months' work.

Silva Bros. are keeping 11 members busy on filling and paving jobs, one being at the Alameda Homes subdivision in San Lorenzo, and two others on housing projects in Castro Valley.

Five mechanics are hard at work repairing equipment in Cecil Moore's new shop on Peralta St., in San Leandro. This contractor also has approximately three months' work remaining on the Mt. Eden sewage plant, with four engineers working when the weather permits.

Austin Co. was awarded the contract for construction of a new plant for the Orangeburg Manufacturing Co. of New York, to be located in Newark. The foundation work was begun in the middle of December, with Bro. J. E. Cantarini the only engineer on the job at the present time, due to the wet weather. This project will furnish work for four engineers until September of this year.

Considerable progress has been made on various phases of the work at Holbrook Heights, the housing project mentioned in our November issue. Bros. Lawrence Mehaffey, Carl Rood, Roy Laughlin, Roy Kemmitt and John Kissinger, working for Gallagher and Burke, participated in the removal of 35,000 for the development of a drainage ditch. The excavation for streets for the first 155 units has been completed. J. K. Nisson & Sons have completed the installation of the sewer for the first unit. Concrete for the entire project is being furnished by Diamond Building Materials, with Bro. J. W. Taylor employed as their batch plant operator.

McGeehon Bros. of Lafayette were awarded the contract for two and one-half miles of road for the new Memorial Gardens Cemetery, to be located at Concord. Recently these brothers purchased a new D-4 Cat loader and a Cat 12 blade.

DREDGE NEWS

There are fewer names on the out-of-work list than we had anticipated for this month. Very little activity in this line of work is in evidence.

San Francisco Bridge Co. completed its Pittsburg job, and laid off most of the crew, keeping a few men to repair equipment at the Belaire yard. We still have no definite information regarding the start of the Alameda Naval Air Station job.

Olympian Dredging Co. was low bidder on another job in Stockton, let Jan. 5. Plans are to get started in about two weeks. With the current scarcity of jobs of any kind,

News About the Brothers—

One Brother Doesn't Believe In Visiting Office Too Often

Bro. W. E. Dial's impressions of Alaska, gained during this past summer spent there working for Pomeroy, made interesting listening when he dropped by at the hall recently. At the time of his arrival in March, there was still lots of snow to be seen, and temperatures below zero, but as the summer months came on, 22 hours of sunshine out of the 24 were enjoyed. While in Alaska Dial was employed as excavation superintendent for Pomeroy on their Army Base job near Kenai, Alaska. Hunting must have been really good, as Bro. Dial did a little bragging about the 900-pound moose and 1200-pound bear he got. Mrs. Dial joined her husband for a month's vacation during the summer, and they both found the fishing very fine. Rainbow trout and salmon were plentiful.

Finally got a look at Bro. William Green, who works for Independent Construction Co., who really believes in making himself scarce around the hall. Green joined Local 3 in 1944, and has made only one previous trip into the office. He told us that one of his fellow workers, Bro. Art Swanson, has also been on the payroll of the same company, Independent Construction, for the past 10 years.

Home for Christmas—that was the goal of Bro. Warren Hughes, who almost didn't make it as he was snowed in for three and a half days at Cheyenne, Wyoming. He finally reached his destination, Oklahoma City, by Christmas Eve, where he enjoyed his first visit with his father and mother in eight years. As Warren had spent his hitch in the Navy as a cook, his family made him get up at 4 a.m. Christmas morning and cook the Christmas turkey.

Another member who decided Christmas time was the best time for a reunion with the family, and a look at the old home place was Bro. Darl Beier who with his wife drove to Nebraska early in December, making their first trip home in four years.

A D C 6 was the means of transportation chosen by Bro. Everett Huff when he went East recently for a six weeks visit with friends and relatives. Bro. Huff is definitely of the opinion that the airplane is here to stay.

Brothers Henry Halbach and Lee Russell are the owners of a new repair business, known as the Centerville Trenching Co., located at 1733 E. 14th Street, in San Leandro. This firm does all types of repair work on heavy equipment, and also contracts jobs and rents equipment.

Received a letter this month from Bro. Gene Yates, who is spending his sixth year on Okinawa, his employer at this time being Vinnell Wunderlich. He tells us that they are pretty well along on the B-36 Airstrip by this time, and that he is thinking of coming home in the spring. In the meantime he tells us that he is able to keep up pretty well with many of his old buddies by reading *The Engineers' News*.

Bro. John Tingen made one of his rare appearances during the past month. This brother has belonged to the local since 1941, but has never worked in this area. For the last six years he has been working for Morris & Knudsen in Okinawa, and has been back in the states only since August, and is already thinking of another foreign job.

Bro. Jim Cook, who has been working as a crane operator for National Iron left for Fontana during the first week of January for a four month's job at the Kaiser Steel Mill.

We will be missing one of our very good blade men when the summertime activity gets under way, as Bro. Edward Armstrong, who has been a member since 1942, has decided to go into business for himself, and is opening a bar in the Concord area.

During the past month Bro. Donald Cain undertook to make his own personal survey of work in the Northwest, making stops at Boise, Idaho; Pasco, Washington; Seattle, Washington, and Portland, Oregon, finding rain and more rain the order of the day. On his return trip to California he hit a terrific snowstorm, out of Dallis, Wash., and it took him three days to go 300 miles.

Bro. "Pogie" Hunt, formerly employed by Gallagher & Burke, has opened a new quarry on the Marsh Creek Road near Clayton. "Pogie" would like it known that he'll have a good stockpile around the first of February.

this certainly comes at a good time.

Associated Dredging Co. should be finished on its Noyo River job about Jan. 20. We understand that they have prospects of another job coming up in the near future, but details are not yet available.

Bros. Jerry Bailey, Dan Smalling, Jr. and Charles Akers left for a job for Shellmakers, Inc., where they will be on a diesel suction dredge located near Loomis, Calif.

During the first week of December Bros. O. N. Wie, Norman Stanton and Harry Neely returned from Alaska, where they had been working since early spring on Hydraulic's dredging job on Lake Etlukna, near Anchorage. Hydraulic Dredging was unable to complete this job as the lake started to freeze over and it was necessary to pull the dredge up on shore. These brothers now have gone to work on Hydraulic's dredging job in Emeryville, where work is progressing satisfactorily.

Brother Sets Up Equipment Rental, Repair Service

Brother Arnold Koivisto, East Bay member of Operating Engineers Local 3, is one of the newer entrants into the construction equipment rental, repair and service business.

He has established the Hayward Equipment Co., 17344 East 14th St., Hayward, Calif., telephone LU-erne 2-9618.

The Hayward Equipment Co. offers repair and rental services for contractors' heavy equipment, specializing in air compressor repair and rental and the rental of welding equipment. The firm also provides complete welding service.

Brother Koivisto says he will be happy to have a visit or phone call at any time from any of the Brothers who need any of these types of equipment or service.

FRESNO AREA CONTRACTORS STILL TRYING

By G. LYNN MOORE
and H. T. PETERSEN
Business Representatives

Rains have practically stopped construction in the Fresno area. However there are a few contractors who are still attempting to carry on. This seems to be a poor start for the first of the year, causing a very large out-of-work list.

Eaton & Smith are being held up on their Highway 180 job due to lack of pipe and weather conditions.

Nomellini Construction Co. is laying pipe on its sewer line job for the City of Fresno. This firm was low bidder on a contract of \$322,813 for construction of the armory for the City of Fresno.

John Delphia is still working on a road job which encircles Miller-ton Lake in Madera County. The work was slowed down due to lack of pipe but will be able to get started again.

Bechtel Corp. has started a small compressor station for the PG&E in the Avenal area. Brothers in the Avenal and Coalinga area are still busy regardless of weather.

Ted Baun Co. has been stopped on paving operations on their 99 Highway job north of Madera due to rain but have started their job on Dickinson Ave.

Rice Bros. have started their job at Farmersville and will set up a hot plant at Lemon Cove.

Valley Trenching Co. is sending several of its operators to the air-base job at Mojave. This is quite a large project.

Ed V. Curtis and Earrow Co. are land levelling in the Porterville area. They have just moved back from the Bakersfield vicinity.

Land levellers are active: Cecil Moore, working around the Cutler area; Barnes & DeBorde, working on the West Side; Joe Espinosa, south of Visalia and the Firebaugh area; Wm. Erickson and Ed Guisti, around the Kerman area when the weather permits; Maul & Pollastrini, in the Kerman area.

Thomas Construction Co. is at work on the Weber Ave. overpass job off Highway 99.

Gene Richards Paving Co. on its Palm Ave. job; W. M. Lyles and Paul Woof out at the State College site.

H. Earl Parker working a partial crew on about 12 rigs on the Madera Canal. The dirt work is about two-thirds completed. Kovick Bros., subcontractors for Parker, are setting the pipe.

Sharp & Fellows still going along on their Trimmer Road job.

Schutte Co. finishing up on its clearing contract at the Pine Flat Reservoir.

Pine Flat Contractors have had another layoff, the job now being about 92 per cent completed. Selby Drilling Co., with the grouting contract on Pine Flat Dam, is using three shifts.

A contract has been awarded to T. C. Bateman Co. of Dallas, Tex., on hangars and aprons at Castle Air Force Base near Merced.

Peter L. Ferry & Sons and Von Valkenburg Co. are still doing the underground work on the housing unit at Castle Field.

Another section of the Madera Canal distribution system will be advertised for bids on Jan. 27—10 miles of canal and laterals on distribution. Job to be completed within 150 working days.

The next regular meeting for this area will be held Thursday evening, Jan. 22, at 8 o'clock, at 631 Hearney Ave., Fresno.

When mailing in dues, please send in your dues card to be stamped.

\$214 Million for Building

The proposed 1953 California state budget includes \$214,398,124 worth of new construction in the form of highways, colleges, mental institutions, armories, and other structures.

News Roundup From Utah

By MERLIN BOWMAN, C. R. VAN WINKLE, DON ELLIOTT, CHARLEY COCKAYNE and GEORGE FARRELL, Business Representatives

Contractors Keep Some Men For Early Work in Spring

"Old Man Winter" has been very lenient, with several of our contractors hanging on to our men for the early work in the spring.

Gibbons & Reed just landed a big job in Salt Lake which is going to employ several of our boys that are on our out-of-work list. This job is going to start very soon if the weather continues as nice as it has in the past.

Bro. Jolly, who is running shovel for Gibbons & Reed, is going to be the general superintendent on this job.

Olof Nelson Construction Co. is getting their equipment and machinery ready to start on their new job on Redwood Road. They are going to try to get their pipe started this month if possible.

Enoch Smith Construction Co. have held on to their boys with very little change in personnel, but they have finished their job on 13th South and this may cause a slight lay-off for awhile.

Utah Construction is still hiring a few men on their jobs at Lark and Garfield. These jobs will last way into the spring.

United Western Steel has just landed a nice job out at Garfield which is going to put a few of our operators to work immediately. This job should last around one year.

Bechtel Corp. is still hanging on to a few men on their jobs at Jordan Steam Plant and Standard Oil Refinery, but it looks like it will be a matter of days until they have this job completed.

Chicago Bridge & Iron have just completed six tanks west of the Utah Oil Refinery and are going to move most of their operators on other jobs.

Brothers, our work picture in Utah looks very good for 1953 with several good sized jobs coming up on highway work, and also pipelines and Dugway.

We are hoping that all of our members will keep in close touch with their business representatives and offices, so that they will all have an equal chance for employment.

REMARKS:

Brothers, it seems like safety is one thing that we should all keep in mind. We have just lost two of our faithful members through accidents.

Bro. Kenneth Cramble was killed when the cat he was operating rolled over on him while on the Parsons & Fife job at Smithfield. Also, Bro. Clyde Smith was killed instantly in an automobile accident at Lehi. Bro. Bill Hall was riding with Bro. Smith at the time of the accident. Bill is in the American Fork hospital suffering from shock and also a back injury but seems to be improving fast.

Brothers, we have accumulated a lot of mail in the Salt Lake office. If for any reason you feel that some of it may be yours, kindly notify the office. Most of this mail belongs to members who have moved and left no forwarding address.

NORTHERN AREA

With the holiday season over, and if this mild winter weather continues to hold out, we can possibly look forward to a break in a few of the pending jobs within the next few weeks.

There are several jobs that have pipe to be put in that can be worked to an advantage during this season when the water table is low.

The Soil Conservation contracts are keeping a few of the members busy on channel changes and clearing of the rivers that caused so much damage during last year's spring runoff.

Utah Construction Co. has completed a road to the portal site of the Weber Tunnel project. Little tunnel equipment has been moved to this job as yet, and it will be a few days until anything much is started on the tunnel.

Several of the housing projects in this area are keeping some of the members busy digging basements and trenches for service lines. Some leveling is being done where the frost isn't very deep.

K. C. Construction Co. has purchased a new crusher and is still working on the additional contracts it has been awarded for field and gravel on the Army warehouse job at 2nd St.

LeGrand Johnson Co. has completed the bridge on the Logan to Nibley road and is putting in the culverts and drains now in preparation for an early start as soon as the weather breaks. This company has also considerable yardage yet to move on the Rattlesnake Pass road.

The Olof Nelson Co. is keeping part of his crew busy crushing gravel and stockpiling for the city of Logan and their hot plant at Richmond.

Parsons & Fife have a crusher working north of Smithfield, stockpiling material for their road job there. Part of the crew from this job has moved to the new road project this company has at Milford.

Most of the road contractors in this state have a contract to complete or a new project to start on as soon as weather permits.

With this amount of work already awarded and a number of new jobs advertised for bid, work should be very good this year.

UINTAH BASIN AREA

Until very recently the weather in the Basin has been cold with little snow, considered mild, and the jobs in that area have kept working which has been good for about 18 brothers.

A heavy fall of snow came on the 3rd of January and at the present time most of the work is at a standstill. Germer Abbott & Waldron Construction Co. have been awarded a 22-mile job, between Highway 40 and Bonanza, beginning about 20 miles east of Vernal.

SOUTHERN UTAH

The work in the south is slowing up considerably but still holding a few of the members on jobs in Utah's "Dixie," where the snow seldom reaches.

L. T. Johnson is working his job below Blanding, 35 miles of secondary road, and Whiting & Haymond on 80 miles of new and re-lining from Blanding to Hiat. This country, when wet, is the "greasiest" mud to be found in the state.

W. W. Clyde Co. at Mexican Hat (an Indian trading post on the San Juan River), is building the cement anchors for a steel arch bridge and Chicago Bridge & Iron or Western Steel will come in and erect the steel.

L. A. Young Construction Co. got a fair sized job from Salina to Sipio across what is called the "Salina Cut-Off," Highway 63. This has been a secondary road part way on the Salina end and it looks like "those days are gone forever."

Parsons & Fife also got a good job from Milford West. Here again is about 50 miles of secondary road which could stand a lot of improvement. This job has not started yet, but they plan on getting at it some time in January.

Floyd Whiting Construction Co. has finished its job at Kanab and has moved all its shovels or drag lines, I should say, on the rivers (Spanish Fork, Hobbles Creek, and Provo). Bro. Guy Sorensen left his rig on the bank and went home one night and when he came back the

next morning, it was laying down in the river. He said he was glad he wasn't in it because he has already had his "annual bath" this year.

Ross Construction Co. is still trying to finish its job in Provo Canyon. This has been a "toughie" and I guess Bill Ross will be glad when it's done. This company also is finishing a job south of Green River that has been a good job most of the summer for a half-dozen Engineers, way down in the "Hoot Owl Country" but plenty of hours to work. This is a Bureau of Roads job so it could be that more appropriations will be forthcoming any day.

Gibbons & Reed are still plugging away on the rip-rap work on the Provo River at Heber but Grafe Callahan has finally finished the Duchesne Tunnel and has moved everything out to some job in Colorado, and Bro. Merl Miller says that all they have to do now is sell it to the Bureau of Reclamation. Bro. Miller has been Superintendent all through this job.

There are two jobs up for bid that should lower our out-of-work list, depending on which companies get them. The jobs are "Red Narrows" and the tunnel removal north of St. George. It's common knowledge that W. W. Clyde Co. wants the St. George job, so if he gets it, he will probably take most of the operators he has working in the shop at present, and put them out on the job. This should make work for mechanics in the shop.

STATE ROAD

Recent action of the State Board of Examiners gave approval to the request of the Road Commission for authority to work its maintenance employees such overtime as deemed necessary to maintain the highways of the state in as good condition as possible at all times.

This action cleared up the obstacles which prevented the commission from authorizing overtime work when necessary, without having to first obtain approval from the board. We regret the delay which has kept you brothers in suspense but appreciate the fact that there has been very little complaint.

We are informed that the checks are being prepared for distribution to cover the additional amount due you for overtime you have worked since the rule became effective Sept. 1, 1952.

At the same Board meeting, a change was made in the sick leave rule. The 1 1/2 day per month sick leave was changed back to 1 day per month but a very good concession, which we have worked for, was added. This concession being that an employee may now accumulate sick leave up to 30 days as indicated in the following sections:

SECTION 11. Sick leave of one day for each month of service shall be allowed each employee, but sick leave shall be taken only in case of illness of the employee. Each six days of accumulated sick leave shall entitle the employee to seven consecutive calendar days' absence in case of illness.

SECTION 12. If an employee finds it unnecessary to use his sick leave or any part thereof during any calendar year, the sick leave shall not be FORFEITED and lost, but shall be allowed to accumulate up to a maximum of 30 calendar days.

Following is the section on subsistence:

SECTION 21. When a state officer or employee is required to perform services in a remote part of the state where food and lodging are not available, he may be allowed a maximum of \$5 per day to defray the cost of providing his own food and sleeping facilities, provided, however, that said sum may be allowed and paid only for each day said officer or employee is actually engaged in the performance of services for the State of Utah.

Our negotiations for an increase in wages are progressing favorably and we are optimistic enough to believe that an increase will be forthcoming in the near future.

Schedule of Meetings for Construction, Lang Co., Sand and Gravel, Iron Ore Mines, Vitro Chemical Co., and Kennecott Copper Corp.

Kennecott Copper Corp. Members: All called meetings in February. Vitro Chemical Co.: All called meetings in February.
Monday, Feb. 9, 1953, 5:30 p.m.: Lang Co. members, Operating Engineers' Hall, 1969 South Main St., Salt Lake City.
Thursday, Feb. 12, 1953, 8 p.m.: Sand, Gravel and Construction members, Engineers' Hall, 1969 South Main St., Salt Lake City.
Friday, Feb. 13, 1953, 8 p.m.: Sand, Gravel and Construction members, Labor Temple, 161 West 1st North, Provo.
Friday, Feb. 20, 1953, 8 p.m.: Sand, Gravel and Construction members, Labor Temple, Ogden.
Friday, Feb. 27, 1953, 8 p.m.: Iron Ore Mine members, El Escalante Hotel, Cedar City.

Schedule of State Road Meetings

Wednesday, Jan. 27 1953., 7:30 p.m.: Labor Temple, 161 West 1st North, Provo.
Tuesday, Feb. 3, 1953, 7:30 p.m.: Commercial Club, Roosevelt.
Wednesday, Feb. 25, 1953, 7:30 p.m.: Engineers' Hall, 1969 South Main St., Salt Lake City.
Thursday, Feb. 26, 1953, 7:30 p.m.: El Escalante Hotel, Cedar City.

NEWS FROM THE MINES AND SHOPS

Push for Early Wage Approval

IRON MINES—CEDAR CITY

The most interesting question to all is the question of the new wage rates and the retroactive pay. Here is the dope at this writing (Jan. 6, 1953.) The petition has been filed with the Board, as reported, and receipt has been acknowledged by the Board.

Brother Van Winkle has made a trip to Denver, had a session with the analysts, Mr. Sutherland and Mr. Brown, discussed the case with Dr. Allen, chairman, and Mr. Clyde Williams, AFL member of the Regional Board. The analysts agreed after the case was thoroughly explained, to recommend approval and Dr. Allen agreed, if he, after discussing it with the analysts, thought he could explain it over the telephone to poll the Board by telephone.

If, and we admit these are big ifs, this can be done and the Board acts favorably, approval can be expected before this reaches you. However, if a telephone poll is not deemed practical, we cannot get it before the Board before Saturday, Jan. 17th, at which time we hope, of course, the Board acts favorably upon our petition and does not postpone action for any reason.

The minute the approval is received, the company has stated it will put it into effect and the retroactive pay should follow soon after.

We hope that the above will not be interpreted by anyone as a definite promise. We want you to begin getting the new rates and to receive your back pay as much as you do, but there are things that occur that are beyond our control. To date, we have done everything possible to facilitate the matter and can only now wait and hope that our efforts will bring results in the very near future.

There has been some CIO talk among our members and at least one meeting called by the CIO among the membership at the Iron Mines. The only reason we mention this is we wonder if you were told at that meeting, if you attended, or in discussing it among yourselves just what this move, if carried out, would cost you?

It would, at least, cost you, or have the following effect (most of which the CIO has been trying to get and hasn't been able):

1. Stop the present petition until the question of representation is settled.
2. Your higher wage rate.
3. Your transportation by the company to and from Cedar City.
4. Your better vacation plan.
5. Your five day week (overtime for Saturdays and Sundays as such).
6. Your better shift differential plan.
7. The proposed better paid holiday plan.
8. Your Union Shop.

And many other benefits that at present you probably wouldn't miss until they are gone.

VITRO CHEMICAL CO.
Several negotiating meetings have resulted in some improve-

ments being written into the agreement. Seniority rules have been clarified, the call in time section has been improved, and the section referring to the highest rate for the highest classification has been improved.

The company to date (Jan. 6, 1953) has not seen fit to discuss seriously the proposed "Health and Welfare" plan, the proposed "Sick Leave" plan or wages. It pleads poverty. A demand for wages was served upon the company, along the lines discussed at our last meeting, effective July 1, 1952, which is the date wage rates were upped in this area for the most part in the mining and milling industry.

The company refused to consider our proposal and made a counter-proposal which, effective Jan. 1, 1953, would have raised just three classifications and added a new one. The company also refused to consider our proposal for a new section covering the question of "supervision," a section which, in our opinion, fills a definite need at the plant as this problem is causing a lot of dissension, as you know.

Failing to make much progress and having become deadlocked, both parties agreed to call in the Federal Conciliation Service in the hope that something can be worked out and an outright break prevented. The Conciliation Service, through Mr. Lyle Johnson, Federal Conciliator, has called a meeting of the parties for Thursday, Jan. 8, 1953.

KENNECOTT COPPER CORP.

The recent agreement as to wages, as was ratified by our membership, has been signed by your representative and the petition for approval has been prepared, signed, and forwarded to the National Wage Stabilization Board, where all copper industry cases have to be filed.

How soon the National Committee [it is a committee now, composed of only public members since the industry members walked off] will act is anyone's guess. We've been guessing wrong lately in some of our cases and don't want to hazard a guess; however, we must caution our membership not to expect too rapid action as the committee has only a backlog of 12,000 cases. It is, however, according to reports, making considerable headway in reducing this backlog.

We will in cooperation with the company, and on our own, do everything possible to hurry matters up. It is our hope that the new rates will be approved, placed into effect and the back pay paid in the very near future.

SAND AND GRAVEL AND CONTRACTORS SHOPS

The story here is the same old story, told every winter. In the contractors shops, some new faces from the field, but very few members sent from the Hall, but no lay-offs either.

Start now! Attend all union meetings in '53!

EXPECT EARLY NEGOTIATIONS WITH ANACONDA COPPER CO.

By H. L. ("CURLEY") SPENCE and J. W. ("BILL") BARR
Business Representatives

We expect to start negotiations with the Anaconda Copper Mining Co. at Yerington, Nevada, as we won the election held there with 131 votes for the AFL and 11 votes for the CIO.

The National Labor Relations Board has officially certified the AFL as the bargaining agent for the Anaconda Copper Mining Co.

We expect to get a good agreement for the fellows down at Yerington. They are a fine bunch of fellows and are certainly entitled to a raise and better conditions, and with such fellows as Fred Polish and Kenneth Bean on the negotiating committee, and Joe Lechner Jr., Ray J. Williams and James Hall to advise them, it should be good!!!

Bro. Ed DuBos has his hands full as steward on the J. A. McNeil Construction job for Anaconda at Yerington. It seems that Ed's big trouble is that the brothers on the job have a few complaints as to whether they are entitled to subsistence, and a few more small things like operating too many pieces of equipment in one day. But that DuBos fellow is just the one to keep the boys in line.

Bro. B. V. "Bill" Hall, the HDRM shop foreman, has his troubles around the shop for McNeil. However, he has a good gang of the brothers with him, such as E. C. Nivens, O. H. "Oley" Taylor, Joe Austin and William Audette Jr., and then there is the famous grease monkey, Bro. Miguel Pantoja. Now, he is a real greaser, but he has subsistence troubles, too.

There are three truck crane crews busy for McNeil. Two rigs belonging to Anaconda, a P&H truck crane with Bro. John T. Stoddard and his oiler Bro. Charles Olsen in the steel yard. John has his trouble with "Chubby" Olsen, but the Iron Workers keep them apart.

Bro. Warren Benner is on the other P&H truck crane working for McNeil, and none other than Bro. Gene Dorsey is oiling for him. They have more fun around the job! They use the truck crane for a "pick up" and their transportation. Bro. Byron Mason and his oiler, Bro. Frank Gaines, are on the Lima truck crane. They have what they call the tamping rig.

Bro. Manuel McCloud is the head dozer man for McNeil. He has his troubles just keeping out of the way of Bill Masters, the equipment super, for Masters has lots of small jobs for "Mac" to do—all at the same time. However, "Mac" manages to get them done.

Bro. James D. Townsend is back at his old trick, making little ones out of big ones on the Isbell crusher at the East Second Street gravel plant. Bro. Ray Barber is digging the big ones out with the Northwest and Bro. Bill Ponton keeps the small ones away with the dozer.

Bros. C. M. Jensen, George Conley and Irvin "Shorty" Hudson have a couple of shovels they are overhauling in the main shop on South Virginia Street. Bro. Clarence "Bill" Boegle has his hand in the Isbell pocket; he's the gravel plant superintendent!!!

However, he gets the job done. Bill is quite the boy. He was boss on the Vista highway job and the State Engineer told me, and I quote, "When I tell Bill I want this or that done, Bill just says, 'Well, I already planned to do that.'" So the State Engineer told me he had decided that Bill was about two jumps ahead of him all the time.

Isbell will be starting their four-lane highway job from the California state line east to Verdi, if weather permits. Bro. Ken Carpenter, who operates "Ken's Bar" at Verdi, will be glad to see all of the dear brothers on their way home after a hard day's work. The welcome mat will be out.

Some of the Isbell road builders have gone down south to Mormon Mesa for the winter. I hope they will soon be back for we miss their smiling faces around the northern part of the great state of Nevada.

George Miller Co. has quite a project for the Sierra Power Co.

PENINSULA MARKS TIME IN THE RAIN

By CHET ELLIOTT
Business Representative

Due to the heavy rains during the past month employment in the Peninsula area has reached a very low mark and the out-of-work list in this office is growing and has reached large proportions.

Brother Hugo ("Red") Russell who has just recently been promoted to the position of general foreman working under the direction of Superintendent Barney Bell for the Piombo Construction Co. on the Bayshore highway project at San Mateo with a small maintenance crew composed of a few laborers and one or two Operating Engineers are busily engaged in draining the water off the job and keeping things in shape until the storms subside.

Master Mechanic Bro. Odis Rollin who is ably assisted by Foremen Brothers H. R. Thompson and Bob Whitfield at the present time have 40 of our worthy brothers under their supervision in the Guy F. Atkinson shop at South San Francisco, all of whom seem to be happily employed repairing and overhauling heavy duty equipment of all types which has been shipped in from the completed Lexington Dam job and other projects including Folsom Dam and the McNary Dam in Oregon and others.

At this time the crushing plant, asphalt plant and quarry operated by the Pacific Coast Aggregates Co. at Brisbane have temporarily shut down in order to make some much-needed repairs to their equipment and to erect a gravel washing plant. However, according to reports received from Supt. Bro. James Bardine and Foreman Bro. McKinnon, none of the operators and mechanics have been laid off, but have been retained to do this work. While visiting the scene of operations, this representative contacted Brothers Kemp, Zang, Baker, Yarnell, Wright and many others too numerous to mention.

Brothers Curley Boren and Neil Peterson, employed in the supervision of the activities of the San Mateo County Road Department, with a crew of 15 operators, mechanics and oilers who are all worthy members of Operating Engineers Local 3 are now busily engaged in removing slides from the roads and maintaining the county's extensive highway system.

Although Bro. J. O. Archibald has temporarily suspended some of the huge operations carried on by this enterprising firm on account of the wet weather many of the Cat operators and all of the mechanics are employed in the shop, repairing and getting the equipment in shape for the coming year's business.

The Sterling Builders have been rained out on their large subdivision projects at Belmont and Redwood City. This firm plans to operate on a large basis and employ a great many members of Local 3 as soon as the weather will permit.

The rock, sand and gravel plants in this area, including Skyline Materials, Rockaway Quarry, California Aggregates, Whipple Road Quarry, Peter Sorenson and Boronda Quarry, have managed to keep crews of engineers employed on operation between the storms and repairing the equipment.

After reading this report, Brothers, you will probably think the opportunity for employment at the present in this district is not so good. However, prospects for employment are exceptionally good for the future as several large highway projects and pipeline construction jobs are coming up for bid at an early date, which will employ many members of this union through the coming season.

Scientists are using radioactive materials to trace the milk-forming processes of cows in hopes of increasing milk production.

Play it safe—follow safety regulations. Report all job injuries.

Rain and Snow Curb Redwood Empire Activity

By A. R. McCaffrey, Business Representative

The report from the center of the Redwood Empire doesn't amount to much this month. The reason is the same as almost everywhere else . . . winter, wind, rain and snow. Most of the contractors are doing a minimum of work; either small jobs for private concerns or maintenance and repair on their own equipment.

Fred J. Maurer & Son have shut down their job at Shively until spring. They have considerable work left to do there, but the weather is against them. Their other work is closed down for the same reason.

Mercer Fraser Co. is operating its crusher and screening plants at Essex, but most of the other jobs are shut down. They haven't been able to work on the Burns Freeway for the past month. This company has a large amount of paving lined up for the coming construction season, including the grading and surfacing of the Alliance Road.

On the Scotia Freeway, the same condition exists as last month. Frederickson Bros. could finish the job in a month if the weather were dry.

Bro. Louie Conner will start clearing on his Kneeland Road job as soon as weather permits, but he will not need any additional engineers until he begins moving dirt this summer.

Bro. Tom Hull has kept his crew busy this winter on various jobs. He has just about completed a new piledriver to use on the dock for Crowley's tank farm, and he should start driving piling in a week or so.

C. V. Kenworthy hasn't been able to do anything on the Berry's Summit job. Too much snow.

Kenworthy & Patterson's job at Bluff Creek is at a standstill for the same reasons—rain and snow.

Up in Del Norte County, where they have more rain, wind, and snow than in Humboldt County,

there is very little construction work at this time. About the only job working is John Burman & Sons' highway repair job at Patrick Creek, where they are doing some maintenance work on the road. However, they expect to shut down about the middle of January and won't start up again until spring. There is about two months' work left to do there.

There is nothing additional to report on the proposed Pacific Gas & Electric Co. plant at Burne Point, except that construction of the first unit will be commenced sometime this year.

It is reported that the U.S. Dept. of the Interior is making plans for construction of two major power dams in this area, one on the Trinity River, to cost \$207 million, and one near the mouth of the Klamath River, to cost \$3¼ billion.

This latter dam, if it is ever built, would be the largest in the world—813 feet high, with a reservoir capacity of nine million acre feet of water. Neither of these two dams is planned for the immediate future, although the Secretary of the Interior has approved the Trinity River project. As soon as definite information is available we will publish it in future issues.

We are not very busy in this territory just now, but look forward to a very busy summer.

In conclusion, I wish to thank all of you who have showed concern for me while I am ill. Your messages have been a source of much cheer, and I appreciate each and every one of them. I am looking ahead to thanking you all in person.

on the flume west of Verdi. Bro. Don Bruner is the pusher; Bros. Martin C. Anderson and Carl Sund are on the shovel; Bro. Al Amer has his "Cat" on the job doing good work for Miller, and Bro. R. D. Blanchard on the HD-20 is moving a lot of muck.

Old Man Winter is having trouble making up his mind as to what to do about the Ely area. On our last trip in there we were greeted by icy highways and blizzard blasts—followed by sunshine and plenty of mud. But so far the jobs are doing fine and so are the brothers. Bro. Charlie Basso is still with his truck crane and all the rest are on the job.

Had the honor and fun of being best man when Bro. George Sa took the fatal step in plunging into matrimony on Dec. 15. Even got to kiss the bride. Not a bad racket, right?

We're having quite a few visitors from "sunny" California lately. Bro. "Slim" Howard was in to see us, and Bro. Howard Addington, to name a couple. Always glad to see you, fellows, so visit the Silver State—you're always welcome.

Winter Brings Thoughts of That Final Couch

(Continued from Page 3)
bought—even to "try it out for size."

These macabre preoccupations might seem gruesome—not at all after one visits the Morgan Wood Products Co., just out of the town of Cloverdale, which makes redwood casket shells.

The factory produces 2000 shells a month, shipped partially assembled to the company's other plants in San Francisco, Los Angeles, Fresno, Portland, Seattle and Denver.

Most of the local product is redwood, valued for its resistance to decay, although some high priced caskets are made of mahogany and Spanish cedar. There was one that even the "first lady of the theatre" might have been proud to exhibit to her friends, so beautiful was the grain of the wood.

Local kiln dried redwood is used exclusively. The manufacture of caskets can absorb much of the output of "shorts," the six and seven-foot lengths which are less desirable in the building trades.

Only "clear" grade lumber goes into a casket even though most caskets are fabric covered.

TRICKY MACHINE WORK

Some 25 different machines, some with more than one process, are involved in the production of a casket. After lumber is surfaced and cut into the desired length and width, the manufacture begins with the Linderman machine, which builds up wide panels from narrow boards, which can produce a solid panel with edges thicker than the center.

Do not imagine the Morgan redwood casket firm will ever take the place of the Italian Swiss Colony winery at Asti as Cloverdale's main tourist attraction.

But there may be others like me who will want to spend a half hour there to see how coffins are built.

It is nice, after all, to know that the final, most permanent bed one will ever sleep in is made solidly and with expert craftsmanship.

Schools Small, Old

The U. S. Office of Education surveyed schools in 25 states and found 39 per cent of today's schools are one-room buildings, 20 per cent more than 50 years old.

Tunnel, Roads, Home Projects To Keep Hawaii Brothers Busy

By J. K. WAIWAIOLÉ, Business Representative

Of great military and economic value, the much-talked-of Kalihi tunnel project actually got under way in early December, with Contractor Larry Ching working on the first of five sections of the 7.96-mile long cross-island highway which will run from School St. up Kalihi valley through the Koolau Range to Kam Highway and Kaneohe Bay Drive.

The first \$500,000 project is a mile-long graded roadway to the tunnel's Kaneohe portal site. Due for completion by March, it will provide access for men and equipment to build the bore itself.

Bids for the 2,773-foot-long bore will be opened between February and March and construction is scheduled for April, according to a tentative timetable.

The spectacular highway to Windward Oahu will be ready for vehicular travel by December 1954, the target date. The necessary money, estimated at \$7½ million, is available, and Washington authorities have assured the city-county that materials required will be released.

Encompassing 30 city blocks in a thickly-populated area, the McCully project, estimated at \$1.2 million, will include paved streets, curbs, sidewalks, drainage, a water system with fire hydrants, street lights, extended sewer lines, and other installations.

Pacific Construction Co. won a contract to build a 134-unit Kuhio homes project in Kalihi, with a low bid of \$976,400, at a meeting recently of Hawaii Housing Authority commissioners.

The commissioners chose a slab roof and hollow block partition combination from bids on four different types of construction submitted by the contractors. Kuhio homes will be located in the area bounded by Rose St., Kamehameha IV Rd., School St. and the Kalihi war homes.

Planning for the redevelopment of 30 acres in Kalihi Valley into

homesites is reaching a final stage. Estimate of the total cost of the Kalihi project, named the Mayor John H. Wilson project, is \$1,350,000. This figure includes plans, surveys, administrative overhead, and \$635,000 for land purchase and \$467,000 to clear and improve the land. Cost of the land was based on costs for the Hawaii Housing Authority to acquire 26 acres nearby.

James W. Glover, Ltd., was low bidder at \$968,139 for construction of the next link of the Hamakua coast route on the Island of Hawaii. The road will be two-lane most of its length. A short three-lane section will keep traffic moving smoothly in the vicinity of Laupahoehoe Gulch. The extra lane will help prevent trucks on steep grades from delaying traffic behind them. This newest section of the Hamakua coast route will eliminate one of the worst parts of the old county road. The new road will be inland from the old one and over entirely new alignment.

Charles Ulmer, a second-year student at Pasadena Junior College, returned with a contingent of other college football players to play in the Cocoanut Bowl. Charlie carries an apprentice Engineer's card. His dad is an old-time skinner on Cats and on the super C's. He is one of our oldest members in the union. A younger brother, Jerry, also is an apprentice engineer.

From Turkey, Tom Kilauano and Joe Haia write they will stay a little longer than they had expected.

Field Surveying Report— Welfare Plan in Contract For Pacific Mill Draftsmen

By AL BOARDMAN and BILL MINAHAN, Business Representatives

Agreement has been reached with the Pacific Manufacturing Co. of Santa Clara on the contract covering mill draftsmen. This contract is for the year 1953 and terminates on Jan. 1, 1954. A wage opening clause effective in May covers the possibility of a sudden rise in the cost of living.

The company agreed to pay into the Operating Engineers Local Union 3 Welfare Trust Fund the sum of \$10.50 per month for each employee. This trust fund will insure each mill draftsman to the following extent:

	EMPLOYEE	DEPENDENT
Life Insurance	\$2,000.00	None
Accidental Death	2,000.00	None
Hospitalization		
Daily Benefit	11.00	\$ 10.00
(70 Days)		(31 Days)
Extra Fees	225.00	200.00
Ambulance (per trip)	15.00	15.00
Medical Expense		
(\$225.00 Maximum)		
First Visit, Hospital	5.00	None
First Visit, Accident	3.00	3.00
Second Visit, Sickness	3.00	None
Surgical Expense	300.00	300.00
Diagnostic		
Laboratory and X-Ray	50.00	50.00

There also is an additional wage increase based on the increase in the cost of living index.

After meeting with Napa-Solano Civil Engineers & Land Surveyors Association, it was decided that the groups would make application for membership in the Bay Area Association.

Rain continues to tie up most of the jobs in this area.

The next Technical Engineers' meeting will be on Friday, Jan. 23, 8 p.m., at 474 Valencia St., San Francisco.

Western Conference Will Fight Army Job Pirating

(Continued from Page One)
matter where he may be employed in the Western States.

HEALTH-WELFARE OBJECTIVES

The committee, P. E. Vandewark of Local 3, Chairman, H. W. Gibson of Local 12 and A. N. Anderson of Local 428, recommended that the following objectives should be kept in mind by the local unions in all health and welfare negotiations:

1. Equal contribution from all employers.
2. Equal benefits in all negotiated plans.
3. Trust agreements of similar wording and content.

The conference featured an exchange of tributes between representatives of the Bureau of Reclamation and the Operating Engineers.

Present at the meeting and addressing the delegates were Glenn D. Thompson, Director, Division of Personnel, of the Bureau, and Robert C. Smith, Labor Relations Officer for the Bureau, who said the Bureau policy of working with labor through collective bargaining agreements is paying off.

Said Mr. Thompson, "We can see the benefits accruing to the Bureau through this policy of dealing with our employees through accredited labor organizations and intend to continue this positive and aggressive program. . . ."

PRAISE RECLAMATION BUREAU

A resolution passed later by the conference took note of the fact that U. S. Bureau of Reclamation has been the first Federal Government Agency to sign collective bargaining agreements with organized labor, now having five such agreements.

The conference went on record as, "thanking the Bureau of Reclamation and those men who cooperated so fully with organized labor in making possible this great forward step."

A recommendation that all Operating Engineers locals encourage their members to volunteer for local civil defense was contained in another resolution adopted by the Conference.

The resolution pointed out that in the event of any emergency the special skills and experience of our Engineers will be needed and that they should be an essential part of any local Civil Defense organization.

The Conference called for an accident prevention and safety program in the highway construction and heavy engineering fields.

The resolution on this subject invited the cooperation of the AGC and the governors and legislatures of the several states in getting safety legislation in those states where it is lacking and getting stricter enforcement of safety regulations where they are adequate.

URGE HIGHWAY ACTION

The governors and legislators of the Western States also were memorialized in another resolution to take all possible action for maintaining and improving the highway system. The resolution declared that revenues presently in sight for road work "are not sufficient to prevent even further deterioration of the highway system and the eventual collapse of motor transportation unless drastic corrective steps are initiated."

All participants in the conference were unanimous in their praise for the warmth of the welcome arranged by the host organization, Phoenix Local 428, and its Business Manager W. A. Gray.

The social side of the meeting included a dinner for the participants and their ladies Saturday night, a luncheon for the men on Sunday and a tour for the ladies on Sunday; all of which were lavishly arranged and much enjoyed by the participants.

President L. E. Egan formally opened the conference and presided at several of the sessions.

However, President I. C. Lane of host Local 428 welcomed the delegates and presided during the first day, introducing the various speakers. Secretary-Treasurer A. E. Laster handled the secretarial duties.

NEW OFFICERS CHOSEN

At this meeting the conference elected new officers to serve until after the next International Union Convention. Nominated without opposition and elected on a "white ballot" were the following:

President—Victor S. Swanson, Local Union Manager of Local 3, San Francisco, and International 6th Vice President.

Vice President—L. E. Egan, Local Union Manager, Local 701, Portland, Oregon, and International Trustee.

Secretary-Treasurer—P. A. Judd, Secretary, Local 12, Los Angeles.

Brother Judd was unable to attend the conference due to a death in his family, but he is well known to most of the delegates and everyone was elated by his selection.

Brother Judd is one of the real

old-timers in the union, having been a member since 1912. He was business agent of the old Steam Shovel Operators and Dredgemen's local 45-A at the time of its amalgamation into Local 12.

In a brief statement following his election, Brother Swanson declared: "As I stand here I do not represent Local 3, I represent 11 Western States. I will be as interested in all Locals when working in this office. I will do the same as Brother Egan, who did a great job. I am happy he is the Vice President, as he will give me great aid. . . . I also want to pay my respects to our past Secretary Treasurer, Brother Laster, who has done a wonderful job."

Brother Swanson predicted that "there is no limit to where this conference can go." He stressed, however, that, "We cannot accomplish anything if we cannot cooperate with our General President and General Executive Board."

The by-laws of the conference provide that it must meet twice yearly. Time and place of the next meeting were left in the hands of the Executive Board.

Rock Plants Close Down At San Rafael; It's Wet!

By H. O. FOSS and FRANK LAWRENCE, Business Representatives

Rain still is the top subject in this area, with most work brought to a standstill. Basalt rock plant closed down to one shift at the quarry and they are stockpiling what rock they make. At the steel division, the steel allotment was cut back, causing them to lay off the night shift.

We are sorry to report Brothers Ralph Glover, Wm. Crocker and Archie Suer are on the sick list from this company and we wish them a speedy recovery.

Heard from Bro. Ross Maynard, Route No. 3, Kalispell, Montana . . . doing a ranching job. Lots of snow but good hunting. See you next season, Ross.

Old-timer, retired "Hi" Gill in Veterans' Home in Yountville, will be glad to see or hear from any brother in area. Drop in and help "Hi" pave the place.

Brother "Buster" Burke taking on N.W.P. R.R. job. Tin pants for sure. Smart boy.

Bro. Duke Winsor says it was another cat skinner that arrived last month . . . three in a row. Weighed in at 7 lbs.

Ted Watkins moving plant to 29 Palms Way . . . was here all summer for the Granite Construction Co. job.

Brother Bobo from Ignacio way going to expand trailer court this spring. Lots of work lined up for the brothers. Getting more equipment all the time.

Bro. Don Presley got rid of his junk and took delivery from Peterson . . . latest D-4 loader. Fine rig . . . good luck, Don.

Bro. James C. Moore was in to take a W.D. card on account of ill health. Going to take on some office work for P.G.&E. Hopes to be back in Local 3 in the near future.

Bro. "Maggi" Magistressi, the boy that blows 'em to hell, drilling and blasting, that is, reports a fine business year. Can be contacted . . . Delaware 3-0421 . . . equipment for rent.

Davis Equipment has added another Bucyrus truck crane to the equipment rental business. Phone GL 4-1225. Keeps Brothers George Ley and H. Harmon busy.

It seems Bro. Edward Davis, foreman for the Pomery Co., isn't satisfied just working for the company, he had to marry the secretary. Congratulations, Ed. Pomery Co. seems to be keeping the boys busy, has \$1 1/2 million job at Mare Island . . . building docks, moving cranes, grading and paving and sewer lines. Project manager, Chet Baldwin.

Bro. Fred Jensen of Jensen & Pitts Co. in this week to pick up his yearly gold button. Seems he

had enough money left over after acquiring new luxury lines . . . dickering for Regal Pale Co. to supply refreshments as inducement to retain name.

Black Point Aggregates is taking a crew to Klondike to keep 'em busy during the wet weather. Expect to keep operations shut down from a month to six weeks. They have about two weeks' time after operations start again to be in full production.

We hear from the Underground that Paul Vincilione is expanding, and from past experience we know he'll make it.

Bro. Portlock from the Ukiah area dropped in to see us last week. Couldn't get him to work till he sold one of his stores. Then he took a long awaited vacation . . . Florida and Cuba way. Had enough left over to collect year button.

Bro. Hill, operator for Shaffer & Madsen Co., broke three ribs on job last month. Recommend new type spur for these riders.

Received a communication from Bro. "Smilin' Boy" F. Williams, reports he's hauling new cars and trucks to Oregon, Nevada and Idaho. Says his "Dodge Hotel" leaves a lot to be desired.

Bro. "Babe" Ghilotti, of Ghilotti Bros. Co., reports a new addition to the firm. "Babe" must have had time to take the nurse situation in while waiting in the "Heirport" at Marin General. Four days after taking his wife and new arrival home he was back for a three weeks stay. Glad to report he is now on the road to recovery.

We wish to thank all the boys who sent Christmas cards this year.

Bro. Wm. Napier, one of our old-timers, decided to take a W.D. card. Likes to be his own boss.

Sorry to hear of the passing of Bro. Ted Hicks' wife.

Granite Const. Co. has finally left the area after polishing the last rock on Highway North 101.

★ ★ ★

Dollars, not steel, now are the chief obstacle to building urgently needed schools, the Federal Security Agency reported recently.

The critical materials situation is easing, said the agency, but available funds amount to barely more than half the \$10.7 billion needed for schools.

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Member A. G. C.

Biggest Power Contract
The largest contract ever made for the sale of public power was entered into recently between the U. S. Bureau of Reclamation and the Sacramento Municipal Utility District.
Involved is the sale of 290,000 kilowatts of power generated at Shasta Dam and other Central Valley plants, for resale to municipal, industrial, and residential users under a 40-year contract.

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Daily report of awards for construction

(Compiled by P. E. Vandewark)
DECEMBER 10, 1952

DALY CITY, contract awarded to William McIntosh & Son, 740 36th Ave., San Francisco, \$33,897 for site work at Crockett School.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$4292 for const. curbs and gutters, etc., in Rockwell Road north from Wings Way Drive to Lot 23, Oakdale Subdivision, SACRAMENTO COUNTY.

MARYSVILLE, contract awarded to Dana R. Tyson, 2400 Auburn Blvd., Sacramento, \$3419 for landscaping building area at the District III office bldg. in Marysville, YUBA COUNTY.

RICHMOND, contract awarded to Paul E. McCollum, 1527 21st St., San Pablo, \$10,969 for const. sanitary relief sewer in portions of Roosevelt Ave., Barrett Ave. and 33rd St.

DECEMBER 12, 1952

SAN FRANCISCO, contract awarded to Fay Improvement Co., 101 Carolina St., S. F., \$7686 for improvement of Corwin St. betw. Acme alley and westerly terminus.

SALIDA, contract awarded to McGuire & Hester, 796 6th Ave., Oakland, \$185,112 for const. (1) sanit. sewer sys., pumping sta. and outfall line, and (2) sewage treatment plant, at Salida, STANISLAUS COUNTY.

SAN FRANCISCO, contract awarded to Chas. L. Harney, Inc., 575 Berry St., S. F., \$15,405 for pave and drain area at El Dorado St. and Illinois St.

OGDEN, UTAH, contract awarded to Utah Const. Co., No. 1 Montgomery St., S. F., \$2,486,613 for const. 3.25 mi. of 9.3-ft. conc. lined horseshoe Gateway Tunnel.

OAKLAND, contract awarded to Independent Const. Co., 741 50th Ave., Oakland, \$62,958 for improvement of Reinhart Drive and Gregory St., betw. 39th Ave. and Carson St., and Anderson Ave. betw. Reinhart Drive and Mountain Blvd., and for conduit and appurt. structures on right-of-way, east of Reinhart Drive.

FOLSOM, contract awarded to W. L. Kirchgater, 3992 14th Ave., Sacramento, \$1700 for drilling 6 test holes on Rosa M. Baure property at Folsom.

SAN FRANCISCO, contract awarded to P & Z Co., 544 Market St., S. F., \$5245 for subsurface exploration at Coyote Valley damsite, MENDOCINO COUNTY.

STOCKTON, contract awarded to R. Good & Son, Box 190, Stockton, \$38,519 for const. gas, water and sewer lines, Daniel Webster High School.

DECEMBER 11, 1952

PINOLE, contract awarded to Don Arbuckle, Pinole, \$9362 for const. storm drainage systems at Pinole-Hercules School No. 2 and El Sobrante School, CONTRA COSTA COUNTY.

DECEMBER 15, 1952

SANTA ROSA, contract awarded to Rapp Const. Co., 705 Bennett Ave., Santa Rosa, \$7353 for const. of one reinforced concrete box culvert on Arnold Drive at Walnut Ave., in El Verano, and one reinf. conc. box culvert on Yuba Drive, west of Stony Point Road, near Santa Rosa, SONOMA COUNTY.

OAKLAND, contract awarded to O. C. Jones & Sons, 1520 4th St., Berkeley, \$7165 for grading, paving and draining in 11th and 12th Sts., in vicinity of Building No. 746.

SALT LAKE CITY, Utah, contracts awarded as follows:

(1) Sevier & Millard Cos. (FASP S-186(2) and S-291(2)) 10,626 mi. const. 2 in. roadmix bitum. surf. road and 2 conc. boxes over 20 ft. span, on FAS Rt. No. 311, from Aurora northerly 2.4 mi. and on SR No. 63 from jctn. of US No. 89 and SR No. 63 westerly 8 mi.: To L. A. Young Const. Co., Richfield, Utah, \$219,235.

(2) Beaver Co. (FASP S-171(5)): 13,593 mi. const. gravel surf. road and conc. box over 20 ft. span on SR No. 21, betw. Frisco and Wah Wah Summit: To Parson & Fife Const. Co., Brigham City, Utah, \$207,886.

DECEMBER 16, 1952

OAKLAND, contract awarded to Stolte Inc., 8451 San Leandro St., Oakland, \$239,417 for const. pipe conduit, sewer and box culv. in por-

tions of Lakeshore Ave., E. 18th St., 2nd Ave., Park Blvd. Place and Park Blvd. (Newton Ave. from Lake Merritt to E. 21st St.)

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, Downer Ave., San Jose, \$70,493 for taxiway extension, San Jose Muni. Airport.

SAN JOSE, contract awarded to Leo F. Piazza Paving Co., Rt. 1, Box 800, Downer Ave., San Jose, \$5594 for pave, drain, tree remov., etc., on Willia Ave., betw. Home and Jerome Sts.

STOCKTON, contract awarded to Nomellini Const. Co., P. O. Box 1177, Stockton, \$3462 for const. storm sewer in Wizard Ave., betw. Fremont and Park Sts.

SAN MATEO, contract awarded to F. W. Smith, P. O. Box 726, San Mateo, \$15,307 for const. sewers in Indian Ave., et al.

SOUTH SAN FRANCISCO, contract awarded to B. Miles Thomas, 67 Buena Vista Terrace, San Francisco, \$6115 for install. fire protection sys. in Industrial Acres, South San Francisco.

DECEMBER 17, 1952

SAN FRANCISCO, contracts awarded as follows:

Duncan St. betw. Noe and Newburg St.: To Eaton & Smith, 1215 Michigan Ave., San Francisco, \$27,347.

Vernon St. betw. Shields and Sargent Sts.: To Fay Improvement Co., Inc., 101 Carolina St., San Francisco, \$18,637.

Lawton St. betw. 7th Ave. and Locksley Ave., etc.: To Eaton & Smith, 1215 Michigan St., San Francisco, \$11,151.

SAN FRANCISCO, contract awarded to Fay Improvement Co., 101 Carolina St., S. F., \$27,790 for sewer Jackson St. betw. Mason and Powell Sts.

SACRAMENTO, contract awarded to Basalt Rock Co., P. O. Box 538, Napa, \$8288 for emergency bank protection along left bank of Sacramento River near Freepoint.

CONCORD, contract awarded to Indenco, 960 98th Ave., Oakland, \$88,536 for const. 5 classrooms at Oak Park School.

DECEMBER 18, 1952

SACRAMENTO, contract awarded to Mercer-Fraser Co. and Mercer-Fraser Gas Co., 2nd and Commercial Sts., Eureka, \$50,453 for 1.4 mi. grade and plantmix surf. on imported base matl. on exist. roadbed, on Alliance Road, betw. N. city limits of Arcata and 1.4 mi. N.W. HUMBOLDT COUNTY.

DECEMBER 19, 1952

SACRAMENTO, contract awarded to Lord & Bishop, and Lentz Const. Co., P. O. Box 812, Sacramento, \$417,470 for const. sewer bypass, from 5th St. and "U" St., to Sewage Pumping Station No. 2.

DECEMBER 22, 1952

YREKA, contract awarded to Associated Engineers Inc., 3606 El Camino Real, Palo Alto, \$18,356 for const. additions to water system at 10th Dist. Agric. Assn.

INYOKERN, contract awarded to Stanley Ball, 1101 Westminster, Alhambra, \$444,750 for const. runway extn., etc., at Armitage Field.

CASTLE AFB, contract awarded to Standard Materials, 1411 9th St., Modesto, \$115,431 for const. access and area roads for ammunition storage areas, Castle AFB.

DECEMBER 23, 1952

OAKLAND, contract awarded to Kevry Const. Inc., 655 Peralta, San Leandro, \$41,472 for const. sewer in portion of Fredricks St. and Kennedy St., from Frederick to Ford Sts.

PLEASANTON, contract awarded to Clements & Co., P. O. Box 277, Hayward, \$10,102 for resurfacing streets in Komandski Village Housing Project.

SAN FRANCISCO, contract awarded to Biltwell Const. Co., 4745 Geary St., S. F., \$1,577,777 for constructing Potrero Annex Housing Project.

HAMILTON AFB, contract awarded to Underground Const. Co., 807 75th Ave., Oakland, \$6,651 for const. addtl. communication facilities at Hamilton Air Force Base.

HAMILTON AFB, contract awarded to C. Norman Peterson, 2832 9th St., Berkeley, \$10,770 for const. new 75,000 gal. steel water storage tank and appurtenances, etc., at 666th AC&W Site, Mt. Tamalpais.

SAN FRANCISCO, contract awarded to Pacific Pavements Co., 85 Barstow St., San Francisco, \$3861 for track work and paving on Jackson St. near Leavenworth St.

SAN FRANCISCO, contract awarded to Barrett & Hilp, 918 Harrison St., S. F., \$362,547 for const. cotton warehouse bldg. on Pier 92 (south side of Islais Creek).

SALT LAKE CITY, Utah, contract awarded to Gibbons & Reed Co., 259 West 3d South, Salt Lake City, \$346,990 for 4.432 mi. const. 3 in. road mixed bitum. surf. road and one concrete bridge over 20 ft. span, on S.R. No. 68 from Cudahy Lane southerly and east from S.R. No. 68, 0.8 mi., in SALT LAKE and DAVIS COUNTIES.

SACRAMENTO, contract awarded to Paul E. McCollum and C. L. Cypher, 522 23d St., Richmond, \$116,558 for 2.7 mi. grade, untreat. rock base and pen. treatment and seal coat, on Auburn-Folsom Highway betw. 6.3 mi. and 9.0 mi. N. of Sacramento County line, PLACER COUNTY.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873 81st Ave., Oakland, \$51,931 for 0.4 mi. grade, plantmix surf. on untreat. rock base and const. reinf. conc. bridge for frontage road, betw. Girard Ave. and Parsons St., MERCED COUNTY.

SAN RAFAEL, contract awarded to John Carcano, 122 Clorinda Ave., San Rafael, \$2129 for const. reinf. conc. retaining wall on Deer Hollow Road, MARIN COUNTY.

STOCKTON, contract awarded to Louis Biasotti & Son, P. O. Box 587, Stockton, \$???? for reconstr. Golden Gate Ave. from E. Main St. to E. Charter Way, SAN JOAQUIN COUNTY.

MONTEREY, contract awarded to Dinwiddie Const. Co., 210 Crocker Bldg., S. F., \$1,740,000 for const. two reinf. conc. bldgs. for Engineering School, Naval Postgraduate School, Monterey.

DECEMBER 30, 1952

ELDRIDGE, contract awarded (general) to Williams & Burrows, Inc., and Carl N. Swenson, 10 California Drive, Burlingame, \$159,300 for const. lab. and admin. wing and isolation unit at Sonoma State Home.

DECEMBER 31, 1952

SALT LAKE CITY, Utah, contract awarded to Germer, Abbott & Waldron, Tremonton, Utah, \$341,596 for 21.956 mi. const. 2 in. road mixed bitum. surf. road on S.R. No. 45 betw. Bonanza and U.S. No. 40, UINTAH COUNTY.

JANUARY 5, 1953

SACRAMENTO, contract awarded to Fredrickson Bros., 1259 65th St., Emeryville, \$7880 for const. emergency levee at 2 sites along San Joaquin River.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1931 Stockton Blvd., Sacramento, \$68,016 for const. addl. roads and drainage, at Sacramento State College.

SAN JOSE, contract awarded (general) to Geo. J. Bianchi, 352 Jerome St., San Jose, \$353,400 (Exhibit Bldg.) and \$95,375 (Animal Bldg.)

FRESNO, contract awarded to W. M. Lyles Co., Rt. 2, Box 58,

Fresno, \$41,246 for const. sewers in Sierra Heights, et al.

FRESNO, contract awarded to John Grey, Rt. 1, Box 691, Fresno, \$584 for improvement of portion of West Normal Ave.

CASTLE AFB, contract awarded to T. C. Bateson Const. Co., 618 Irwin Keasler Bldg., Dallas, Texas, \$3,258,045 for const. maintenance hangar and parking aprons at Castle Air Force Base, Merced, Calif.

OAKLAND, contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$2336 for improve Andover St. betw. 34th and 35th.

SAN FRANCISCO, contract awarded to Fred T. Fairey, 1874 25th Ave., San Francisco, \$10,520 for laying 6 in. and 8 in. mains in Visitation Ave. betw. Hahn and Schwerin Sts.

SAN FRANCISCO, contract awarded to Fred T. Fairey, 1874

25th Ave., San Francisco, \$3656 for laying 6 in. transite main in Mangels Ave., betw. Congo and Detroit Sts.

SAN MATEO, contract awarded to L. C. Smith, 19th Ave., San Mateo, \$7489 for const. West Central Drainage Project addition, R150-1.

SAN JOSE, contract awarded to M. L. Raymond, 845 Bellomy, Santa Clara, \$11,148 for const. storm drains (unit No. 2) at San Jose Municipal Airport.

SAN PABLO, contract awarded to Aguiar Bros., 1716 Broadway, San Pablo, \$8190 for improvement of Ventura and Glenn Ave. (a joint project between City of San Pablo and City of Richmond).

STOCKTON, contract awarded to S. M. McGaw, Elks Bldg., Stockton, \$11,196 for grade, surf., etc., on Sharps Lane betw. 7th and 12th Sts.

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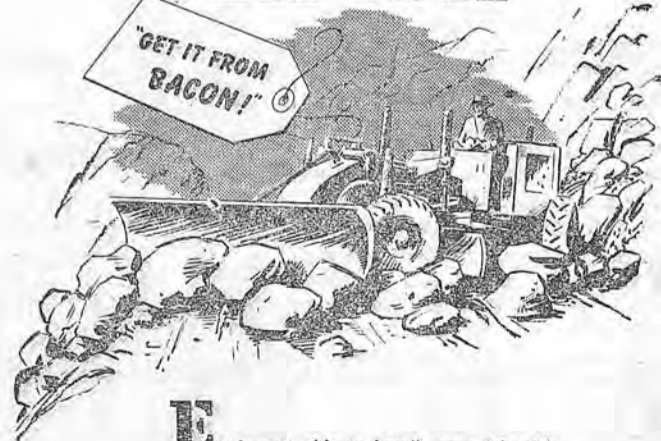


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BIG JOBS SET FOR REDDING AREA IN '53

By E. A. HESTER
Business Representative

As the new year gets under way, the indicators all point to a good year. However, at this writing we are still being lashed by heavy winds, torrents of cold rain, and snow.

The State Highway Commission has allocated a lot of money for highway projects throughout the Redding district. One of the best jobs we will have will be located at Shasta Dam. The estimates on this project run in the neighborhood of \$900,000.

Another good project that should get underway early this Spring is a freeway, between Project City, California, and Boulder Creek. About three other road projects are coming up in Shasta county and will amount to about a half-million dollars.

Trinity county has a lot of work near Prairie Creek. On Highway 299 there's a \$350,000 project coming up there. Also, on Highway 299, between Douglas City and Weaver-ville, there's a \$200,000 project coming up this Spring.

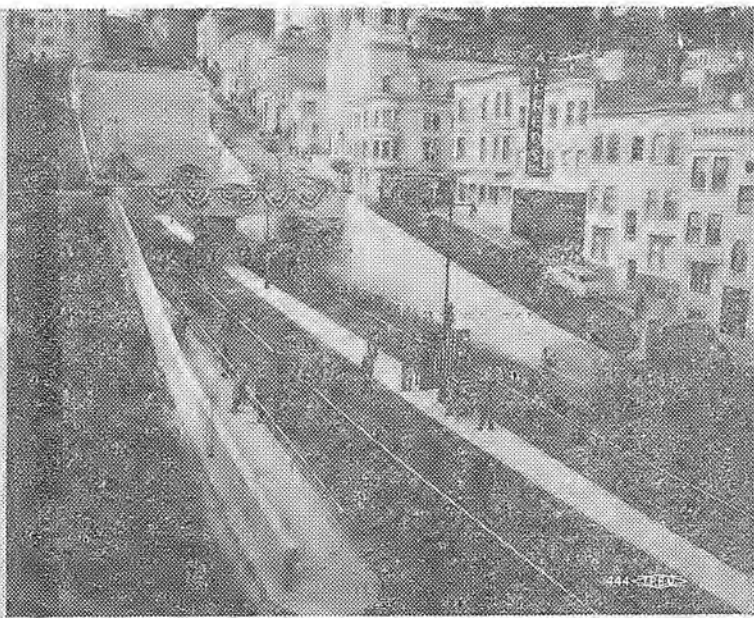
Modoc county has a good 11 miles of work on highway 395 East of Alturas and another 34 miles of resurfacing and grading on Highway 299, from Adin to Rush Creek, California. Looks like we'll have a lot of Engineers in Modoc county this coming season.

Tehama county has a few good projects coming up this year. There also are about three good projects in Siskiyou county. One which will be situated near Forest Mountain Summit. This is about a \$400,000 project. Another good project near Dunsmuir, California, is estimated about \$650,000.

Lassen county has a couple of good jobs coming up for the year 1953. All in all, the situation looks very good for a lot of good jobs this season, and of course, the PG&E has their hydroelectric developing program near Big Bend,



BEFORE AND AFTER . . . Shown above are two views of the site of the west portal of the new Broadway Tunnel under Russian Hill in San Francisco. At the left it is shown as it looked at the beginning of the project; at the right, as



it looked on opening day, December 21. The project provided work for many members of Local 3. (For more details on the tunnel see the San Francisco business representatives' report.)

SERVICE WITHDRAWALS

- Leonard N. Biss, Jr.
- J. W. Chappell.
- Robert W. Johnson.
- Lawrence Allen Jolliff, Jr.
- David Rea.
- Charles D. Robbins.
- Richard Zang.

Calif. which will continue to increase.

With a lot of work already underway, but down at this writing, on account of the weather conditions, I know we will be needing a lot of help when the weather breaks in all classifications. So until then brothers, good bye and a Happy and Prosperous New Year to all of you.

All our sympathy is extended to the family of our late Brother Wm. Thomas of Red Bluff. Bro. Thomas passed away early New Year's morning, January 1, 1953.

Harry Metz' Daughter Mending After Accident

Friends of Local 3 Business Representative Harry Metz will be glad to know that his daughter, Patricia, is convalescing satisfactorily at his home in San Mateo from injuries received in an automobile accident Monday night, Dec. 29.

Patricia was driving back home to Marysville after a holiday visit with her parents when her car went out of control on a curve, near Knights Landing, and turned over several times. She and her baby daughter, Deborah, 6 months old, were thrown clear of the car. The baby was unharmed, but Patricia suffered two crushed vertebrae.

As soon as her condition permitted she and the baby were brought to her parents' home where she will remain until her recovery is complete.

Approve Many Projects

The National Production Authority recently announced approval of 116 California water and sewer construction projects during the third quarter of 1952, at an estimated total cost of \$41 million.

State Labor Laws Protect Workers on Overseas Jobs

You've heard a lot about the "long arm of the law" and have probably associated the idea only with the relentless tracking down of criminals.

Another side to that "long arm" idea—one involving protection to working people—was brought to the attention of the last membership meeting of Local 3 in San Francisco by Bro. Frank Lawrence, member of our local, who is one of the State Industrial Accident Commissioners.

Brother Lawrence pointed out that Operating Engineers, or any other workers hired in California for overseas construction jobs, are as fully protected by the workmen's compensation and other labor protective laws as though they were working within the state.

The same is true, of course, for Operating Engineers' members hired in Utah or elsewhere for foreign duty. The worker remains under the jurisdiction of the labor laws and agencies of that state.

Although Brother Lawrence did not make this point, his remarks made it obvious that any Engineer signing up for an overseas job should see to it that his contract is entered into before he leaves.

If he were to travel to the overseas point before signing the work contract, the protection of his state's labor laws would be denied him.

Whether any workers hurt on overseas jobs, or their families if they were killed, have lost out by not knowing that the state compensation laws cover them fully in India, Morocco or wherever they may be is not known.

But Brother Lawrence asserted that a general lack of knowledge about workers' rights under the law is costing the working men and women of California "thousands of dollars a month."



FRANK LAWRENCE

Many injured workers, he said, are coaxed or bulldozed into making informal compromise settlements for sums of money less than the gravity of their injuries entitles them to get.

The worker often is told that he really doesn't have a strong claim, and that if he files with the Industrial Accident Commission the insurance carrier will fight his claim with the result

that he might get nothing at all.

Under such scare pressure, and knowing nothing about his rights, the worker often signs a release in return for relatively small indemnity payments.

All such informal compromise releases have to be approved by a three-man panel of Industrial Accident Commissioners, and the commissioners many times turn down obviously unfair settlements.

But the panels have to review so many cases, and they can only act on the information that is before them. The insurance carriers are always represented when the cases come up; too often the worker isn't represented. In such circumstances, many inequitable compromise releases are validated.

From these points made by Brother Lawrence, it seems sound advice for any worker who suffers a serious injury to file a claim with the State Industrial Accident Commission and take it all the way through the prescribed steps of investigation and hearings until it is settled.

It is not necessary to have a lawyer in proceedings before the Commission, although it frequently is advisable. If the injured worker has a lawyer the legal fee is set by the Commission, so that it is in keeping with the difficulty of the case and the size of any award.

SAN FRANCISCO: FEW BITS OF WORK, BUT GREAT PROSPECTS

By PAT CLANCY and RUSS SWANSON, Business Representatives

As can be expected at this time of year, the work is very slow but from all expectations this should be a year with more than enough work for all of our brothers. The contractors tell us that as soon as weather permits, they will be back to work but at present there is no way of grading "mud" so they are forced to suspend operations for a short time.

Clinton Construction have been doing very steady work on the UC hospital and the brothers working on this job have had very little time off due to rain.

Cahill Construction is working on the Metropolitan Insurance building on California street, and so far the engineers on this job have worked through any kind of weather.

C. Harney has been working whenever it is possible on Van Ness Ave. and should be able to "sell the job" before very long.

LONG JOB ENDS

Morrison & Knudsen has finally had the opening ceremonies for the Broadway Tunnel. That particular job has been a wonderful job for quite a number of engineers throughout the past few years, especially the last two winters.

Mr. Louis Wheeler, who was the project manager, did an excellent job as far as the engineers were concerned. Harry Kirmond has been his assistant, and we can say that we have always had his complete cooperation. Carl Larson was the tunnel super and Jim Miller was the master mechanic.

There were two main bores with a length of 1,364 feet. In each bore there were two drifts and after the drifts were in the core of the tunnel was excavated. The total length of the road from building to building was 1,616 feet.

The project was started May 1, 1950, at a bid of \$5,253,000, and from all indications M & K dug a hole they fell into. (The management says that the cost of the tunnel far exceeded the original bid.)

Being as the contractor complimented the Operating Engineers for the splendid work they did, we know that the loss was not due to the Engineer but to the shifting of the earth.

Rothschild, Raffin & Weirick are working most all the time at the pumping station on Lake Merced.

Piombo Construction are still working on Turk street track removal job and also on the 38th Ave. and Ortega sand levelling job. Their Stanley Drive job has been at a standstill. The shop has been kept busy all the time so all of the equipment should be ready to go as soon as weather permits.

Carrico & Gautier have two brothers in their shop and also a hoist engineer working on the state college job.

Ira H. Larson has a building job in Stonestown with Oscar Walker running the mixermobile.

Devincenzi & Haskins are working on a parking lot job for the Christian Science building on Wawona street. Possibly they will

have finished this job within a few weeks.

Eaton & Smith have been working Rich O'Connell, hoe operator, and Brother Waters oiling—Phil Carland on the cat and Jim Drury doing the pushing. They have been making holes for foundations for additional buildings for the City College.

McCammon & Wunderlich have a few engineers busy on the Presidio housing job. Bakers Beach Builders also keep a few engineers fairly steadily employed.

Robert McKee still has one engineer left on the Marine hospital job but it shouldn't be too long before that job is completed.

Pacific Pavements have been seen on a few jobs around town. Ed Morse has been working on Stanley Drive while Pete Whitfield was on a small lot job, near Fisherman's Wharf.

Standard Builders are keeping a few of our brothers busy in the shop but from all indications the rain has just about suspended operations on the outside work.

Callahan Construction is still working on a pipe line job on Eureka street.

Industrial Safety Conference to Be Held in L.A.

An Industrial Safety Conference, bringing together representatives of industry and labor to promote safety and curb work injuries and deaths, has been called by Gov. Earl Warren to be held February 13 and 14 at the Hotel Statler in Los Angeles.

Brother P. E. Vandewark, treasurer of Local 3, is chairman of the Mineral Extraction Committee which is a continuation of two previous safety conferences and will act in that capacity at the Los Angeles meeting.

The Mineral Extraction Committee is concerned with safety problems in quarries, pits, mines, and mills.

Invitations to the conference have been sent by the Governor to 6,000 leaders of California industry and labor.

Diploma for Ethel

One of the 62 graduates of the fall term of the University of San Francisco Labor-Management School was Ethel Tomasello, secretary to Local Union Manager Victor S. Swanson. Diplomas were awarded the graduates at mid-December graduation ceremonies.