



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 6—No. 11

SAN FRANCISCO, CALIF.

NOVEMBER 15, 1948

## Labor Vote Cleans Up Congress; 81st Has Mandate on T-H, Prices

### Renewed Expansion of Western Reclamation Seen in Vote Results

Strong assurance that the West's badly-needed reclamation program, to provide water, power, and flood control for the country's most rapidly developing region, is seen in the return of a Democratic administration and Congress.

President Truman himself is a friend of the West's reclamation program, as proven in the past. Democratic Congressmen pledged to uphold the program were elected in the recent historic election "upset."

#### ENEMIES DEFEATED

Those forces which play along with Big Steel in its program to stifle the expanding West, to protect eastern investments, and private power monopolies which are bitter enemies of a public reclamation program, were soundly defeated at the polls. Their stooges in the 80th Congress did everything possible to sabotage the reclamation program, cutting off appropriations and stirring up confusion and bitterness.

More power for industry as well as for millions of new homes, to meet a demand which even the rich PG&E power monopoly cannot supply, more water for both power production and irrigation of vast areas of arid but potential lands, and more control of devastating floods are the west's basic and most pressing needs, which can be met only by a greatly expanded reclamation program, civic and union leaders declare.

As a result of the election, therefore, it may be assumed, and many communities look forward eagerly to a resumption of full-speed work on such major projects as the many units of the Central Valleys project, Folsom Dam, the Sacramento ship channel, and others.

Army Engineers last week announced formulation of plans for a \$3 billion program in the great Columbia river region, where the Vanport flood tragedy emphasized the need for flood control and where vast areas await development from new water and power.

\*\*\*

Local 3 was approved as bargaining agent by the 181 employees of the Calaveras Cement plant at San Andreas.

### Significance of Labor's Campaign

The following analysis of final election returns confirms the astounding success won by AFL Labor's League for Political Education in its campaign to turn out of office all the foes of labor who supported the Taft-Hartley law.

Senate of the 81st Congress will have a sizable Democratic majority:

Democrats .....	54
Republicans .....	42
Democratic majority .....	12

A total of 32 seats were at stake. Of these only four were held by pro-labor incumbents who supported labor on the T-H law issue. All were re-elected.

Of the remaining 28 seats at stake, 27 were previously held by anti-labor senators. Seventeen of these 27 will not return to the Senate.

This sums up the results of the LLPE campaigns in the Senate races:

Seats at stake .....	32
Pro-labor men returned .....	4
New friends elected .....	12

Composition of the House is as follows:

Democrats .....	263
Republicans .....	171
American-Laborite .....	1
Democratic majority .....	92

A total of 172 candidates backed by LLPE were elected.

On the Taft-Hartley law issue, 106 Representatives who supported the measure will not return to the House in the 81st Congress. They were not returned for the following reasons:

Defeated at polls .....	65
Defeated in primaries .....	14
Did not run .....	27

### A Better Congress



FRANK HAVENNER, veteran pro-labor San Francisco Congressman, was re-elected in the face of a vicious, bitter smear campaign. He returns to Washington to help a "new deal" to the people from the new 81st Congress.



CECIL F. WHITE, well-liked young businessman of the Fresno-Modesto area, goes to Congress from the Calif. Ninth District for the expressed purpose of "representing the people." Joint farmer-labor action elected him and kicked out reactionary B. W. Gearhart, stooge of wealthy interests.

\*\*\*

### Pres. Maloney Praises Support

President Wm. E. Maloney of the IUOE, in a telegram to Local 3, directed to Secy. C. F. Mathews, praised work of Engineers in this district, as follows: "I want to take this opportunity to express my appreciation to you and your fellow members for their individual donations and splendid support in our recent successful political campaign."

\*\*\*

Peter Kiewit was low bidder on latest section of the Friant-Kern canal at \$7,494,372.

### Historic Vote Victory Clears Way to Better Social-Economic Laws

A mandate from labor, farmers, housewives, small business men, and all the little people of America rang out clearly on November 2. It was directed at a wealth-dominated power-drunk Congress. It demands repeal of anti-labor and pro-wealth legislation and restoration of curbs and balances on the country's money situation, its housing, and a long list of badly needed social legislation thus far ignored.

### Joint Board 17 Gives 'Go' Sign To Engineers

By unanimous decision Joint Board No. 17, National Board for Settlement of Jurisdictional Disputes, gave the International Union of Operating Engineers jurisdiction in their dispute with the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada.

The issue in dispute was the operation of gasoline driven electric generators for welding.

In a statement dated October 27, 1948, to the presidents of national and international unions affiliated with the building and construction trades department, AFL, and contractors' associations signatory to the agreement the board stated: "After consideration of the evidence and argument advanced by all parties, the Joint Board decides that the work in dispute is covered by Resolution 124 (American Federation of Labor, Norfolk Convention) and is the jurisdiction of the International Union of Operating Engineers."

"The decision of the Joint Board is unanimous."

Signed:

JOHN E. ROONEY,  
L. P. LINDELOF,  
FRANK W. BARNES,  
CYRIL J. STATT,  
JOHN T. DUNLOP,  
Chairman.

\*\*\*

### Taft's Home State Gives Truman Victory

Washington.—Ohio, the "mother of Republican presidents," provided the margin of electoral votes needed by President Truman to assure his reelection.

After a close race which went on in see-saw fashion throughout election night and into the next morning, the election contest was finally sewed up with complete returns from the home state of Senator Robert A. Taft.

\*\*\*

Report from Honolulu office in this issue from Bro. Waiwaiolo (you pronounce it).

Organized labor of the U.S. sparked this historic election victory, and organized labor is sparking the corrective program that is now being prepared for action by the 81st Congress convening in January.

#### MUCH TO UNDO

The 81st stands directed to undo much if not all of the selfish, ill-advised, undemocratic work done by the 80th.

Members of the Engineers Union did their share in the election sweep. Throughout the jurisdiction of Locals 3 and 39, individual members as well as branch offices joined with the community movement to unseat Taft-Hartley type legislators and to elect men truly representative of the majority.

A message received by the local union from General President William E. Maloney states his appreciation of the wide support given by members in this area to the national program put on by the International Union.

#### IN POLITICS TO STAY

Election results in each district showed the results of energetic work performed by union members.

From every district came assurances that labor has learned a lesson, is in politics to stay, an attitude supported by the AFL itself, which is urging a permanent political organization for all future occasions.



The Soul, secure in her existence, smiles  
At the drawn dagger, and defies its point;  
The stars shall fade away, the sun himself  
Grow dim with age, and nature sink in years;  
But thou shalt flourish in immortal youth,  
Unhurt amid the war of elements,  
The wreck of matter and the crash of worlds.

JOSEPH I. RUCKAVINA  
Died October 11, 1948

KNUT IVERSEN  
Died October 30, 1948

HARVEY N. HAMMOND  
Died November 6, 1948

### OFFICIAL NOTICE TO MEMBERS

#### NEW OFFICE IN SALINAS, CALIFORNIA

The Local Union has now established an office in Salinas, Calif., in the Glickburg Building (Room 20) on 6 West Gabilan Street. Phone, Salinas 2-3612. Mickey Murphy, Business Representative, formerly working out of the San Jose Office, will now be located in Salinas. Business Representative Harry Metz will work out of the San Jose Office.

NOTE: The Watsonville Office will be closed and all business is to be transmitted through the new office in Salinas.

#### TECHNICAL ENGINEERS MEETING

The next meeting of the Technical Engineers—Local No. 3-E—will be held Friday, 8 p.m., November 26th, in the union offices at 1444 Webster St., Oakland, California.









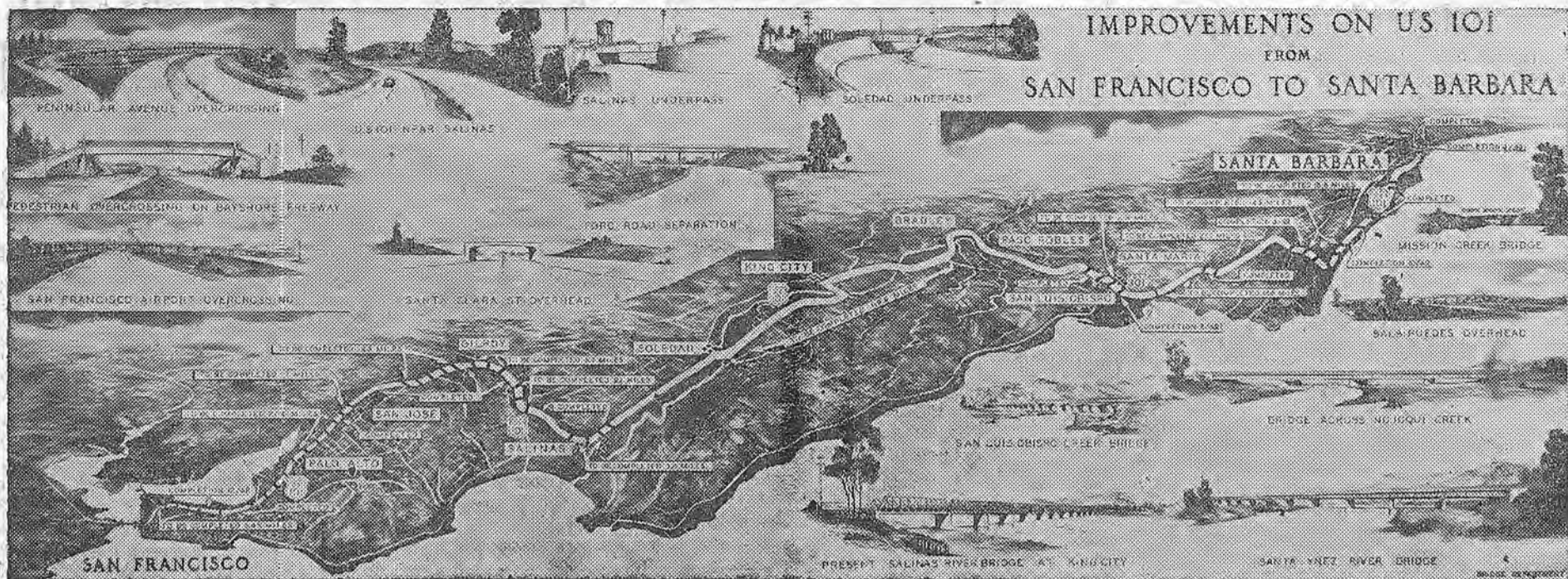








# \$60 MILLION IMPROVEMENTS SLATED FOR THE 860-MILE U. S. 101 HIGHWAY



(This sketch by van der Goes of the Bridge Department of the Division of Highways shows improvements completed, under way, and planned on U.S. 101 between San Francisco and Santa Barbara.)

Recent improvements on U.S. 101, known as the Redwood Highway north of San Francisco to the Oregon State line, and as the Coast Route south from San Francisco to the Mexican border, are enumerated in a report made to Governor Earl Warren by Director of Public Works C. H. Purcell.

The value of recently completed and going contracts on 254.6 miles of construction on U. S. 101 amounts to \$59,576,500. This work involves 184 projects for the improvement of U.S. 101. About 58 per cent of the mileage and 54 per cent of the value of the work has been completed and the remainder rapidly is nearing completion.

### 250 MILES 4-LANE

"In summarizing the 860 miles of U.S. 101 and U.S. 101 Bypass between the Oregon State line and the Ventura County line," Purcell said, "it should be noted that 250 miles are four lanes or more, 60 miles of which may be classed as city streets or highways within the limits of cities. Considering that 370 miles of the routes within this portion are south of San Francisco and that the greatest portion of four or more lane construction is also within these limits, then about 67 per cent of the mileage carrying the highest volume of traffic has been improved to these standards. Projects on U.S. 101 and U.S. 101 Bypass completed or placed under contract since the beginning of 1947 have developed 60 miles of this route into widths providing four lanes or more."

### FROM THE NORTH

U.S. 101 enters the State at a point between Gold Beach, Oregon, and Crescent City, California, generally parallels the coast line to the south end of Humboldt Bay where it then turns inland, following the Eel River for the most of its length. Progressing southerly to San Francisco, U.S. 101 passes through the cities of Willits, Ukiah, Santa Rosa, Petaluma, San Rafael and Sausalito.

In San Francisco the route is divided into U.S. 101 and U.S. 101 Bypass continuing as such to south of San Jose. Following its inland course through the Santa Clara Valley cities of San Jose and Gilroy, it reaches the Salinas Valley north of Salinas. The Salinas River is roughly paralleled through King City, Paso Robles and Atascadero.

### HITS THE OCEAN

Crossing the mountains to the westerly side, the ocean is visible for a short distance south of San Luis Obispo. After leaving Santa Maria, the route follows through the coastal mountains eventually bordering the shore line north of Santa Barbara, which is followed to Ventura. At El Rio, it is again divided as U.S. 101 and U.S. 101 Alternate, the former turning inland along the westerly side of the San Fernando Valley into Hollywood and the central portions of Los Angeles. In East Los Angeles, the route is further divided into U.S. 101 and U.S. 101 Bypass with U.S. 101 following Whittier Bou-

levard easterly to Fullerton Road where it turns south, passing through Anaheim and Santa Ana to Doheny Park on the ocean. From this junction, the coast line is generally paralleled to San Diego and the Mexican border.

### SOUTHERN END

U.S. 101 Alternate leaves El Rio junction in a southerly direction to Oxnard and the coast which is followed through to the westerly portion of Los Angeles and the beach cities to its junction with U.S. 101 at Doheny Park. The larger of these beach cities include Santa Monica, Long Beach, Newport Beach and Laguna Beach.

U.S. 101 Bypass turns south from U.S. 101 near the easterly city limits of Los Angeles and follows along Anaheim-Telegraph Road, Rosemead Boulevard, Firestone Boulevard and Manchester Avenue to near Anaheim where it again joins U.S. 101.

The value of recently completed and going contracts on 254.6 miles of construction amounts to \$59,572,500. This work involves 184 projects for the improvement of U.S. 101. About 58% of the mileage and 54% of the value of the work has been completed and the remainder is rapidly being opened to traffic.

### NORTH BAY PROJECT

Development along the Redwood Highway continues to be steadily prosecuted. The most outstanding project now in use is between one mile south of Petaluma and Ignacio Wye built at a cost of \$1,900,000 for 11.9 miles of divided pavement. Four other noteworthy projects in the process of construction in Sonoma, Humboldt, and Mendocino counties are: through Santa Rosa; between Red Mountain Creek and Piercy; 1.5 miles to 3.5 miles north of Forsythe Creek and North Scotia Bridge to 16th Street in Fortuna. Grading and surfacing these four latter projects will result in improved alignment and roadbed of 16.9 miles of highway costing in excess of \$4,273,000.

The new divided highway through Santa Rosa is essentially a bypass in that its location is in the westerly part of the city remote from the business area. Since the inception of the State highway system, U.S. 101 has been directed to the central district over the original city streets which were obstructed by the court house plaza. Continual growth of the city and bordering areas has taxed the street capacities to the extent that through highway traffic has been seriously handicapped. On completion of the new route, which is located in a direct line from north to south of the city, the existing congestion will be materially relieved.

### REDWOOD PROJECT

In all, 83.3 miles of improvement along the Redwood Highway have been recently completed or are under contract, the value of which is \$8,263,000. Seven projects, extending over 26.4 miles of this section have been included in the budget for the 1949-50 fiscal year.

South of San Francisco, U.S. 101, locally known as El Camino Real or Coast Highway, for many years was the primary connection between San Francisco and the peninsular cities of Burlingame, San Mateo, Redwood City, and Palo

Alto, bordering the central districts of these communities over city streets. As traffic demands increased, this highway was improved to the maximum permitted by the adjacent highway developed properly. Failing to satisfy the need for more rapid communication with San Francisco a new location was selected outside of the congested areas, practically bypassing the cities along their easterly boundaries.

### BIG BAYSHORE SECTION

This location, known as the Bayshore Highway and U.S. 101 Bypass, was begun in the middle twenties with construction being confined to sections of immediate importance, ultimately being completed to a connection with U.S. 101 near San Jose. Its popularity with commuters and truckers to the office, retail and warehouse districts of San Francisco grew rapidly until this high volume of traffic together with the enlargement of the San Francisco airport have made construction on new alignment and to freeway standards necessary. Within the section between San Mateo and South San Francisco, ten projects involving 11.4 miles of construction with a value of \$8,500,000 have recently been completed or are now under construction. On completion, traffic will move between Peninsular Avenue in San Mateo and South San Francisco over divided pavement, with overhead structures for all cross traffic.

### AROUND SAN JOSE

Since the end of the war, U.S. 101 Bypass has been extended to its junction with U.S. 101 south of San Jose, practically bypassing the city toward the east thus precluding the necessity of through traffic using the heavily traveled city streets.

The two lane road between Santa Rita and Chittenden road in Monterey County has recently been enlarged into a four-lane divided highway. Grading and surfacing the two new lanes at a cost of \$1,834,000 has made an additional fifteen miles of multiple lane highway available through this densely traveled area.

### S.F. TO SALINAS

The portion of the coast route comprising U.S. 101 and U.S. 101 Bypass between San Francisco and Salinas has shared in the highway improvement program to the extent of \$13,997,000. Projects completed since 1947 and now under construction involve 53.8 miles and comprise 39 contracts.

Two projects under construction and one recently completed will provide a four-lane divided highway between Pismo Beach and Cuesta Grade with exceptions to that part through San Luis Obispo. This development is being accomplished by grading and surfacing two new lanes adjacent to the existing two-lane road. Improvement of the fourteen mile section is being made at a cost of \$3,634,000. Together with other construction between Salinas and Santa Maria, nine projects represent 24 miles and \$4,166,700 have been completed or placed under contract in the past year.

### SOUTHERN PROJECTS

As traffic increased along the coast route it became necessary to move the highway route from the main streets of Santa Barbara,

Steady development was made on the poorest parts of the relocation but some inadequate connecting streets still remain. Three contracts which provide for grading and paving 2.2 miles of divided highway between Park Place and Rancheria Street including the Salspuedes overhead crossing of the Southern Pacific Railroad will overcome most of the restrictions. Together with construction south-east of the city from Sheffield Drive to San Ysidro Road and that

## Labor Force in France Lacks Skilled Workers

Paris.—Nine out of every 10 unemployed persons in France are men without special training, according to the national survey of labor statistics.

Labor experts label the shortage as a direct result of war, prison camps, and deportation which prevented Frenchmen from a trade or profession. To combat this deficiency, the ministry of labor has organized trade schools which last year graduated 20,000 skilled men and which expect to raise this level to 32,000 in 1948.

\*\*\*

## Total Popular Vote Far Short of Record

Washington.—With final returns not yet available, it seemed likely that the total popular vote in this year's election will not set any new records.

Newspaper accounts reported that the total vote which was expected to reach 51,000,000 to 52,000,000 may actually be far short of the record vote cast in 1940 when a total of 49,548,000 voters went to the polls in the presidential election.

northwest from Hollister Wye to Fairview Avenue will permit uninterrupted movement of traffic through the city.

Four other large projects within the section from Santa Maria to the Ventura County line contribute to the steadily increasing mileage of high standard highway. In all, 31.1 miles of construction valued at \$6,200,000 has been placed under contract in this section in the last two years.

## Corporations Pile Up Huge Capital Reserve

Washington.—Corporations must be buying more and bigger "strong boxes" to accommodate their accumulating piles of cash. At least, that's the picture conjured up by a Securities and Exchange Commission report.

"Net working capital" is cash, government bonds and other assets which are practically the same as cash. It does not include the value of the plants and equipment owned by the corporations.

From \$24,500,000,000 in 1939, the report shows corporations' "net working capital" went up rapidly and steadily in the war and post-war years, to \$60,400,000,000 at the end of September, 1947.

\*\*\*

## More Women Employed In Agricultural Work

Washington.—The decline in the number of women employed in nonfarm jobs in September was more than offset by increased employment in agricultural work, the Bureau of the Census reported.

Women in nonfarm work numbered 15,630,000, a drop of 335,000 workers since August, the bureau said. In agricultural work, 687,000 more women were employed than in September 1947.

## An Unbeatable Combination



