



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

NOVEMBER, 1951

Changes in T-H Of Importance To Engineers

By P. E. VANDEWARK
Assistant Local Union Manager

Three amendments to the Taft-Hartley Law were proposed at the last session of Congress by Senators Humphrey and Taft, which, had they all been passed, would have been of great benefit to Local Union 3.

The most important amendment, one which would abolish National Labor Relations Board elections in the construction industry, was passed by the Senate and referred to the House of Representatives, where it still rests in committee.

The second-most-important proposed amendment was passed by both Houses and has been signed by the President, and is now a law. The important phases of this amendment are as follows:

1. In the future it will no longer be necessary to hold two elections in order to negotiate a union shop contract. Under the new amendment, once the representation election has been won, the union is free to negotiate a union shop clause in its contracts.

2. Union shop contracts may be negotiated without union shop elections, however: (a) the union involved must be representative of the majority of employees involved; (b) the union must have a certificate from the NLRB, issued within the past 12 months and showing compliance with the National Labor Relations Act of 1947; (c) the organization must not be a "company dominated" union.

3. The amendments do not in any way change the type of union security permitted by the law. Closed shops still are illegal.

The third amendment passed by both Houses of Congress was not of much importance to our organization, since it merely legalized some 3,000 CIO contracts which had been held illegal by the U.S. Supreme Court.

Plans for a \$6,500,000 freeway on part of the Santa Cruz-San Jose highway have been announced by the state highway commission. Plans include re-routing and four-laning 6.5 miles of State Route 17 between Los Gatos and Campbell.

Heads West Trades



Otto Never, active member of Operating Engineers Local 3 and president of the California State Building Trades Council, was named chairman of a new Western Conference of Building Trades Councils at its first meeting in San Francisco, Nov. 11 and 12.

Building Trades Conference Hits Materials Race

The construction industry, labor and management working together, must speak out strongly for a fair share of the nation's raw materials during this pressure period if it is not to lose out entirely to other industries now greedily grabbing more than their share.

This was the studied conclusion of the first, organizational meeting of the Far West Council of the AFL Building Trades Dept., held in San Francisco on Nov. 11 and 12.

Delegates from all local councils in the five western states joined with Dept. Pres. Richard Gray and Secy. Joseph Keenan in voicing a demand for greater coordination among both labor and its employers to avoid wholesale shut-down of the industry through materials-grabbing by high pressure lobbies in other fields.

The council elected Otto Never, Operating Engineer and president of the California Building Trades Council, as its chairman, and Ralph Counzelman, Laborers' official of Santa Ana, as secretary.

(Continued on Page 12)

Congress Record Shows Up Enemies; AFL Stirs '52 Vote

Labor's box score on Congress is out—and it's a bad record, one that plainly points out our job in 1952.

AFL and its political arm, LLPE, compiled the score and then announced plans for the greatest voter-drive in the history of American labor, with one eye on Britain's recent astounding 90 per cent voter turnout.

The score shows California, for instance, with a dozen no-good representatives and eleven good ones, plus two senators who voted 100 per cent against labor.

Neighboring states are nearly as bad. Nevada has just one representative, a good one, but two bad senators, and Utah has two good representatives, but two no-good senators.

Plans for the nationwide voter drive were laid at a Nov. 1 meeting of 100 AFL union heads in Washington. It's to be a precinct-by-precinct push with every one of the AFL's 44,000 local unions pushing.

"Our stock on Capitol Hill right now is very low," AFL Secy. Geo. Meany told the LLPE Nov. 1 meeting. "They don't think we're important because we haven't shown as yet we can get our members out to vote." He said a spot check of AFL unions showed only 11 to 62 per cent of local membership registered to vote.

5 More Members In Military Service

In the past month, five more members of Local 3 have taken out service withdrawal cards and entered various branches of our armed forces. The total number of Local 3 members now in the service thus climbs to 241.

Here are the latest names to go on Local 3's honor roll:

DON W. BURCHART
ALFRED (LEE)
CHRISTOPHERSON
JACK MORGAN
DON K. OLSEN
ERNEST PETERSON, JR.

Bay Area Industry

Industrial expansion in the S. F. Bay region is headed for an all-time high. For the first nine months of 1951 over 90 million was put into plants and equipment.



Harry H. Dabinett
October 22, 1951
Jack Beason
October 25, 1951
John Douglas Jones
October 27, 1951
Carl Morris Evans
October 29, 1951
H. M. Forbus
November 2, 1951
Irving B. Geske
November 6, 1951
C. H. Noah
November 9, 1951

"People who oppose us have concentrated all their activity in legislation," he said. "Politics now is trade union business. The one major job ahead of us is to make ourselves important on Capitol Hill and in state legislatures."

Our International Union is participating in the big LLPE drive, and details on how all members can take part will be given in future issues of this paper.

See Page 12 for the official LLPE box score on Congress.

750 Miles, \$1 Billion—

GIANT NORTH-SOUTH CALIF. WATER PROJECT

California, thousand-mile golden state astride the western frontier, again captures world acclaim with a bold plan of conquest over mountains, rivers, and desert, to bring white-gold water from its rain-soaked north 750 miles downstate to its arid, water-hungry southland.

As it leads America in climate, scenery, growth, and highways of the future, this key western province is determined to build waterways realizing western men's dreams of a hundred years to turn rivers from the ocean and send them southward on the continent.

Governor Warren has announced he will ask the 1952 Legislature next March for funds to start the \$1,133,461,000 Feather River project to overcome the state's imbalance of water supply.

He says the state intends to go ahead with the job even if it cannot get federal aid. Tremendous population growth makes mandatory early action toward solving the water problem.

This will be one of the greatest such projects in the world. It will start with a 710-foot-high \$421,280,000 dam near Oroville. Water from this source will join water from Shasta Dam and course through present channels to Tracy, where a 567-mile \$794,500,000 conduit will take it south to San Diego.

Civic and labor leaders commended the enterprising spirit of the State Administration in announcing these plans.

En route southward, the line will be tapped to bring new supply to water-starved San Jose and Santa Barbara areas along the

coast, though the main conduit will run along the western slopes of San Joaquin Valley. At Grapevine, south of Bakersfield in the Tehachapis, a series of pumps will lift it to 3375 feet elevation, readying it for the trip into southern California. Ten miles of tunnels will take it through the Tehachapi Mountains. Thence it will skirt Antelope Valley's westerly desert edge and cross the Los Angeles Aqueduct from the Bishop area.

(Continued on Page Nine)

Engineers Win in Surveyor Election

At press time word was received that Operating Engineers Local 3 won an NLRB bargaining representation election with the Land Surveyors Association by an overwhelming preference. A large majority of those employed by the 36 firms in this association voted for Local 3, and only 19 voted against. This election put into effect the union shop clause in the existing contract covering party chiefs, senior inspector, instrument man, inspector, and field assistants, class one and two. (For an earlier account of this, see "Field Surveying Report" on page 10.)

SPECIAL NOTICE

San Francisco, Main Office Hours Are Now Scheduled as Follows:

Effective as of Friday evening, November 23, 1951:

CLOSED SATURDAYS, with the exception of the first Saturday of each month (regular monthly meeting date).

Monday-Tuesday, 7:30 a.m. to 5 p.m.

Wednesday, 7:30 a.m. to 5 p.m.; Evening, 6 to 8 p.m.

Thursday, 7:30 a.m. to 5 p.m.

Friday, 7:30 a.m. to 5 p.m.; Evening, 6 to 9 p.m. (except Friday evening prior to first Saturday of each month).

First Saturday of each month, 8 a.m. to 12 noon.

(The above hours apply to the San Francisco office only. Any change in branch office hours will appear in the individual news reports of the other offices.)

Official Notice to Members

ADDRESSES ARE A PROBLEM!!! AND.....since you are affected we'd like to share the problem with you! In order that you can understand our difficulties we receive change of address notices through the branch offices, through the mail, through the post office department, and on the official dues receipts. All of which is mighty confusing as we sometimes end up with two or three addresses for the same member. Therefore we have decided that in the future we will only change addresses which come in on the official dues receipt, as this serves the majority of the membership. BE SURE WHEN PAYING YOUR DUES THAT THE RECEIPT SHOWS YOUR PRESENT, CORRECT ADDRESS. In the event that you have a change of address since your last payment of dues THEN FORWARD THAT CHANGE to the MAIN OFFICE—474 Valencia Street, San Francisco, SHOWING DATE OF CHANGE. This will solve our problem, and you in turn will get better service. PLEASE COOPERATE.....WE'LL APPRECIATE IT! Each issue of the Engineers News will provide a change of address form hereafter.

TECHNICAL ENGINEERS, Local 3-E meeting will be held at the Union Offices, 1444 Webster Street, Oakland, Calif., at 8 p.m., Friday, Nov. 23, 1951.

MARYSVILLE LEVEE JOBS SLOWED DOWN BY RAINS

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

Here it is in November and the work is starting to slow down in the mid-valley district because three levee jobs and five or six road jobs are buttoning up at the same time.

The rains came down in this area, about four inches of it, and raised havoc with the levee work. The Foster & McHarg Co., on the Honcut Creek levee job, was set back about two weeks. At this writing, they have about 40,000 yards to go, and then the topping off.

Piombo Construction's levee job on Butte Creek also had damage from the rain but by the time this is printed the job should be over. Bro. Phil Dunn, superintendent, is planning a trip to Australia with his wife and child as soon as they can get finished. We wish them a nice pleasant trip.

The Mehren Construction Co. finished its portion of the Feather River levee and now has the crew leveling land in District 10.

Harms Bros. Construction Co. has about two weeks left on the road job at Princeton. The hot plant has held together and Bro. Tregumbo and his crew, Bros. Blair, Basinko and others, have been averaging about 1100 tons of hot stuff per day. That has kept Bro. Ames busy on the dozer and also made Bro. Clay (Sidenerberg) smile. Clay's name was changed, for he only pays \$20 for an \$80 watch. Bro. Vern Storey has been foreman on this spread. Buck Lash, Gene Austin and Vince Morris are on the blades; Jack Tittle and Lee Heard on the rollers.

Charley Hover has sent his rig back to Burlingame.

CAMP BEALE

Clements Construction closed down for the winter and Bro. Ben Schade came over to Whipple Engineering at Camp Beale. Bro. Bill Minnahan, business representative for the Tech men, cleared the others out of the Sacramento office.

By this time all of the J. Henry Harris people will have left Downieville, as Pete McCleery, blade operator, has reported in from the job that he wound it up.

C. V. Kenworthy sold their portion of 99W above Willows to the State and moved out.

Rice Bros. will have about two more weeks on 99E at the Oroville Wye. Harry Carte is on blade and Glen Easton on roller, with Bro. Snell in charge.

The sand and gravel business has slowed up some but Rice Bros. and Oroville Construction are still keeping a few men busy in their plant and Rice Bros. have a few mechanics in the Marysville shop on repair work.

Mr. Parker of H. Earl Parker said he did not have too much work lined up for the winter and

a good-sized crew in the shop on repair.

R. C. Downer, of Reno, finally finished his bridge and approach job on the Oroville-Chico highway.

The E. K. Moseman Co. is going along pretty good on the two underpass jobs under the W.P. and S.P. railroads. Bro. Charles Hansen is in charge of this project.

Richter Bros. have quite a few men around the district on land leveling. Their road job at Camp-tonville is getting near its end.

13 BRIDGES ON 99E

H. W. Ruby Co. of Sacramento was the successful bidder on 13 bridges on the new section of Highway 99E, from the Oroville Wye to Chico. The bid was over \$500,000, and they were slated to start Nov. 8.

Butte County supervisors have set aside \$152,000 to do work on the Gridley-Colusa highway from Pennington Road into Gridley, to be done in the summer of 1952.

The State of California Division of Highways has \$660,000 earmarked for Yuba County next year, and also \$933,000 set aside for Butte County, \$835,000 of this being to resurface 16 1/2 miles of 99E from the Oroville Wye to 20th Street in Chico.

At this writing the town of Live Oak was due to vote on a \$140,000 sewer bond issue. Of course if it passes it will mean work for some of our members.

The Pittsburg Des Moines Steel Co. is erecting the water tower for the town of Olivehurst.

Engineers Ltd. has a few men on the gas line near Gridley for PG&E.

PERSONAL ITEMS

Bro. Russ Webster and his wife have been operating the Bark Cafe in Durham for a couple of years, but about two weeks ago a fire and water damage wrecked their place. We hope they soon will be selling coffee and donuts again.

Bro. Bill Hayes, operator at the Butte Creek Rock Co. in Chico, had one thumb badly lacerated in a job accident and we hope he soon will be fit and on the job once more.

CITY WORKERS

Gadsden, Ala. (LPA)—A three-day, non-picketing strike won a 10-cent hourly boost and other gains for 170 city employe represented by the Government & Civic Employes Organizing Committee.

TO THE MEN OF THE BOWLING GREEN

Gather around me people,
And hear this story told;
Of the little bunch of miners,
That was mining for gold.

They walk to work,
And home every night;
And the work they done,
'Twas sure a sight.

They worked ten hours,
For two bucks a day;
Two sets of timber,
'Twas nothing more than
child's play.

The drifts were true,
And straight as a die;
They were run with a plumb
bob,
And that's no lie.

Now thirty-five cars
Was hardly enough;
As most of the mucking
Was on the rough.

The way they picked
And mucked was a sin;
For that's how poor Tony
Lost his wind.

There are two or three things
That I can't understand;
Just how they stopped
The old quicksand.

Some say breast boards
And others say, "No,
Put in some straw
And let it go."

Others will say,
"Use the false set and drive
the lagging;
You have to do this,
To keep it from sagging."

There is also that,
Of swelling ground;
Ease your timbers
To keep them sound.

If you want to live
To be 62,
These are the things to do.

Now this story,
Strange as it may seem,
Was told to me by men
Who worked in the Bowling
Green.

—M. C. DEGAN
Sacramento,

AFL LLPE Opens 1952 Campaign Against Reaction in Congress

Washington (LPA). — Labor's League for Political Education has pledged an all-out drive to register union members to vote and collect \$1 contributions from the AFL's 8 million members to finance the 1952 political campaigns. AFL Secretary-Treasurer George Meany told more than 100 union leaders at a special meeting here the drive was essential because Congressmen and Senators "don't think we're important because we haven't shown we can get our members to vote." Meanwhile, new LLPE Director James L. McDevitt wrote in the current American Federationist the AFL is in politics to stay. LLPE compiled a "scorecard" listing how your national legislators voted on major issues and it will be sent you free on request to LLPE, 1525 H. St., NW, Washington 5, D. C.

Despite rising production costs, Britain's National Coal Board's accounts for the second quarter of 1951 show a surplus of over three million pounds.

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Report of Last Meeting

The meeting was called to order at 8:00 p.m., President Clancy presiding. Roll call showed all officers present.

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

A synopsis of the Executive Board Minutes of Oct. 17 and Oct. 31 read and the acts and recommendations of the Board were by motion approved as read.

Card of thanks received from Mrs. Louise Riley and Bobby. Received and filed.

The following Brothers were reported ill: LeRoy Andrade, C. G. Allen, Jack E. Anderson, Abram Bittle, M. D. Bowerman, P. Bringhurst, L. Bonvicino, R. J. Baker, LeRoy Bryant, Jesse L. Culp, Henry Curb, Phillip A. Crawford, Lloyd E. Dixon, Glen E. Decker, Walter P. Ehrenpfort, Jim W. Elkin, H. M. Forbus, B. Fitzgerald, P. Fogli, Harold Fosso, R. J. Freitas, O. B. Freeman, Daniel Forsyth, J. J. Gahagan, C. J. Galloway, Frank Gomes, Em. F. Goetz, Don H. Haller, S. E. Ingram, R. C. Jennings, Thomas A. James, Richard Joseph, Chas. Kitzmiller, Frank Kratz, Roy M. London, James C. McClure, J. M. McFarland, I. P. Mulford, Donald Malcolm, Robert Marglin, F. Monterasso, Kenneth Moore, Marion Mansell, John F. Murphy, Joe Margado, Vern O. Nichols, Colin M. O'Brien, Clarence A. Odell, Vernon D. Osborn, Chas. Peters, Basil L. Payne, Manuel Perry, L. O. Pipkin, E. S. Prather, Clement G. Revel, Anthony J. Re, Ernest Stark, J. A. Seaborn, Edward Snider, Robert Simmons, J. L. Saling, Wm. A. Taylor, Edwin Thomson, Paul Tepsa, James Troutman, Henry Thompson, Silas B. Turner, Wm. A. Ward, Arthur Wallace.

The following Brothers were reported deceased: C. W. Pullan, Harry H. Dabinett, Jack Beason.

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

Brother B. F. Bowlin requested the floor. He related that he had heart trouble a year ago and was not able to work, so had gone into the auto-cleaner and polish business at 215-22nd Street, Richmond. He requested the members to give his polish a try, guaranteeing satisfaction.

John Lockhart, candidate for the office of sheriff, appeared before the meeting. He stated his reasons for attempting to become sheriff of San Francisco County and requested support of the membership. His remarks were well received by the membership present.

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

Brother Swanson called to the attention of the membership that the Engineers Office was the only labor office in San Francisco which remains open on Saturday, and proposed that on Wednesday the office would remain open from 7:30 a.m. to 8:00 p.m., and on Fridays the office would remain open from 7:30 a.m. to 5:00 p.m., opening again at 6:00 p.m., and remaining open until 9:00 p.m. The office would close every Saturday except the Saturday of the Regular Meeting, when the office would remain open all day. The Business Representatives of San Francisco would be available to the members on these nights. It was regularly moved and seconded that the policy as outlined by Brother Swanson be approved. Carried.

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

Respectfully submitted,
C. F. MATHEWS,
Recording Secretary.

LABOR PARTY SLATE WINS IN SAN FRANCISCO VOTE

Victory for most of the candidates endorsed by organized labor was the satisfying outcome of San Francisco's municipal election held on Nov. 6.

In the race for mayor the vote was very close between the incumbent, Mayor Elmer Robinson, and Supervisor George Christopher. Absentee ballots were not expected to alter Mayor Robinson's victory, however.

Four of the five candidates for supervisor supported by the Union

Labor Party were re-elected by landslide majorities—Dewey Mead, Edward T. Mancuso, John J. Sullivan, and Byron Arnold. Al Graf, another ULP man, lost out. Mead topped the field with a strong vote, which puts him in line for presidency of the board.

In the one major contest for municipal judge, the ULP was again on the winning side with Carl H. Allen defeating Frank W. Prideaux Jr. by a 4 to 1 majority.

District Attorney Thomas C. Lynch, labor-backed, was returned with a big majority.

On the 15 propositions on the ballot, the ULP fared very well, also. Its endorsements were successful in nine cases, lost on three, and no recommendation on three.

In Sacramento, labor-backed Jimmie Hicks, editor of the Sacramento labor paper, was elected as a city councilman.

West Steel Boost

Annual steel capacity of the west will be about 213 per cent higher in 1953 than in 1939, compared with a national rise of 44 per cent. Output in 1953 will be 6,670,000 tons or 5.7 per cent of the national capacity. This is from plants in Colorado, Utah, California, Oregon and Washington.

A young man discreetly inquired of his blind date: "Do you shrink from kissing?"

"I'd be nothing but skin and bones if I did," she replied.

YOUR BUSINESS AGENT

If the business agent writes a letter, it is too long . . . If he send a postal card, it is too short . . . If he attends a committee meeting, he is butting in . . . If he stays away he is a shirker . . . If he fails to collect dues, he is slipping . . . If he asks for advice, he is incompetent . . . If he does not, he is bullheaded . . . If he gives his reports complete, they are too long . . . If he condenses them, they are incomplete . . . If he talks on a subject, he is trying to run things . . . If he remains silent, he has lost interest in his organization . . . If he is caught at the office, why doesn't he get out? . . . If he can't be found, why doesn't he come around some time? . . . If he is not at home at night, he is out drinking . . . If he is at home, he is ducking . . . If he doesn't agree the boss is a skunk, he is a company man . . . If he calls the boss a skunk, he is ignorant . . . If he doesn't beat his chest and yell strike, he is a conservative . . . If he does, he is a radical . . . If he wins by striking he is a hero . . . If he doesn't, he is a bum . . . If he doesn't stop and talk, he job has gone to his head . . . If he does, that is all he has to do anyway . . . If he can't put a member to work who got into trouble, he is a poor agent . . . If he does, that is what he is being paid to do . . . If he should give someone a short answer, we will get him in the next election . . . If he tries to explain something to them, he is playing politics . . . If he gets a good contract, why didn't he ask for more? . . . If he gets a poor contract, he asked for too much . . . If his suit is pressed he thinks he is a big shot . . . If he looks shabby, he makes a poor agent . . . If he takes a vacation, he had one all year . . . If he doesn't, he is afraid of losing his job . . . If he is on the job a short time, he hasn't had enough experience . . . If he is on the job too long, there should be a change.



Say, are you sure you're from my old local in Waxahachie?

What's Doing in the Oakland Office

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

There were 450 men cleared out of this office during the past month and in spite of this the out of work list has held its own, with approximately 100 members registered for work. Some of these are fellows who are on the move, however, and considering the fact that we usually average about 200 on the list during the fall months this appears to be a good indication. We are hoping now that the picture will not change too drastically as we get on into the winter months.

While both Stolte Inc., and Gallagher and Burke have various small projects going in the area at the present time, their joint venture at the Alameda Naval Air Station is one of the season's big jobs. Work has moved along in good shape out there and everything will be well in hand by the time the rains start. There are 17 Engineers on the job and at the present time, they are getting ready to lay concrete for the runways.

There has been some hiring at the Four Companies job at Camp Parks recently. In spite of this the job is now in the last stages and most of the clearances issued were for fellows previously employed, who have been called back to help complete the work. There are only 20 barracks left to be built and it is expected that these, along with the grading, roadways, sidewalks and sewer work in the present contract will be finished by the end of December.

Fredrickson and Watson's various jobs in and around Oakland are coming along in a very satisfactory manner. Work is winding up on the Mountain Boulevard Freeway and on a portion of the Oakland-San Jose Freeway. This company in a joint venture with the M & K Corporation, was recently awarded the contract for the next section of the San Jose Freeway, which will extend from the present terminus to Jackson Street south of Hayward. Preliminary work is just getting underway on this one. About 21 Engineers are working for this outfit on the Dublin Road job. There is still considerable excavating to be done on this contract and the boys are trying to get as much as possible under their belts before the weather turns.

Independent Construction's new hot plant at the foot of 66th Avenue is running full blast, with 6 Engineers employed regularly. They also have their old plant on 50th Avenue operating full time furnishing material for local jobs.

Brothers Craig Mort and Harold Duncan are operating shovel and dozer respectively for Paul Pratt who recently opened a new quarry in Crow Canyon near Hayward.

Biasotti's Antioch hot plant is operating again following a short shut-down; while Fay Wills keeps busy on several jobs in the Pittsburg-Antioch area. At the present time, in addition to his other work, he has 6 Engineers on his payroll at the Dow Chemical Plant.

Bechtel Corporation has broken ground on Continental Can Company's new fiber drum plant at Pittsburg. The first establishment of its kind to be erected on the West Coast, this factory will cost \$3,500,000 and will be used for manufacturing of fiber drums for shipping of various articles including chemicals, metals and dried foods. Materials produced in the plant will be used for civilian as well as military shipping, and it is expected that when completed this establishment will furnish employment to approximately 500 people. At the present time there is just one operator and oiler employed on the job, and plans for future operations are still indefinite although it is assured that the earth moving will be subtle.

Malfitano has started work on a job on Vasco Road, which runs from Highway 50 in the vicinity of Livermore, across to the Marsh Creek Road. Approximately 8 Engineers are out there, working under the supervision of Brother Tom Gunter, foreman. This company has

completed the dirt moving on the Kirker Pass Road and Asta Construction of Rio Vista is moving in to lay the black top. It is expected that they will be through in another week.

The new P. G. & E. plant at Pittsburgh, which has caused so much comment, is showing signs of life. Several surveying crews are busy and some test drilling is going on, but from present indications it will be around the first of the year before there is much more doing. Out at the P. G. & E. plant at Antioch, work is still in progress. Consolidated Western Steel is doing the steel erection and Bechtel has about 30 Engineers on the job. In the Standard Oil Plant, Richmond, Bechtel employs about 6 of our men on construction of the addition to the 100 Octane plant and Humiston and Rosendahl still have a crew working in the yard.

Burch Construction Company is fast winding up their sewer construction job in the Orinda Hills. This has been a very good job for several of the boys for the past seven months, but another week or two will complete it. Paying on the contract will be handled by the Herron Company.

Several contractors are engaged on repair to the roads and docks at the Naval Ammunition Depot at Port Chicago. Ben C. Gerwick has five members driving piles, while Malfitano has several of the boys doing the dirt work on 30 new ammo shelters.

N. M. Ball and Sons is completing the grading at "Green Acres," a new home development near El Sobrante on the Dam Road. About 12 Engineers on this one!

As the first step toward construction of the new Richmond Hospital, Cecil L. Moore, on a sub from Parker Steffins and Pierce, is doing the excavating work for the site.

C. F. Braun is remodeling the Hi-Octane Plant at the Associated Oil Company at Avon. There are 6 Engineers employed on this operation, which will take about six weeks to complete.

Stanley Kohler has completed excavating and grading for the proposed addition to the Selby smelter and is now placing rock for the sub base.

Activities in the shipyards along the Estuary were sparked a bit recently with the award of additional work. Todd's received contracts totaling \$321,010 for dry-docking and repair of three vessels, the USNS Gen. Daniel I. Sultan, the USNS David C. Shanks and the USS Gen. J. C. Breckenridge, while at Moore Drydock's Oakland yard work is progressing on repair and drydocking of the USNS Lieut. Robert Craig, the USNS Gen. E. T. Collins and the USNS Gen. C. G. Morton. These three contracts amount to \$71,018. Wagner and Niehaus and the Coastal Marine, who are operating out of the old West Yard at Moore's also have several ship repair contracts going at the present time.

It was announced recently that a multi-million dollar defense contract for production of aircraft propellers has been awarded the Chrysler Corporation by the Navy. The work will be handled in the Dodge assembly plant on Davis street in San Leandro where work is nearing completion on a \$5,000,000 addition to the plant. Originally intended to be used for the

OAKLAND OFFICE HOURS

In compliance with the request of many of the members that the office be kept open for a time in the evening, the following schedule will become effective at once in the Oakland office:

Monday through Thursday, 7:30 a.m. to 5 p.m.; Friday, 7:30 a.m. to 6 p.m.; Saturday, 9 a.m. to 12 noon.

production of automobile bodies the new section will be used for the production of the propellers and the addition of another building covering 30,000 square feet will get under way soon. The new structure will be used to house two 400 ton horizontal presses to be used in hot-forming the cores and shells of propeller blades. Ultimately, about 4000 people will be employed in the plant; but the initial crew will be much smaller gradually building up as machinery is installed and production is speeded up. With more than 1300 machine tools needed in the operation, the major labor requirement will be for skilled mechanics.

Dredger News

There have been no new developments to amount to anything in the dredging industry. The little job at Moss Landing which was let two or three weeks ago went to some outfit from the southern part of the state. I have heard that they are going to use an 8-inch dredge on it and we don't suppose it will amount to much. Up to this time work has not been started.

The San Francisco Bridge Company is keeping quite a few of our boys busy at their Belaire yard, getting their equipment ready for the next job.

Dutra Dredges, the Mallard and Edwards are both working around the clock, six days per week for the Leslie Salt Company in the vicinity of Redwood City and Alviso.

The Pacific Portland Cement Company keeps two crews busy loading shell for their cement plant at Redwood City. Business has been so good most all summer that they have been working seven days per week, and a lot of overtime. So, with the new agreement signed the boys seem to be in good spirits.

Captain Beck has a sub contract with the Pacific Portland to supply them with washed shell when their operations run too heavy to mud. He employs two of our members.

The Associated Dredging Company has two of their Clamshells working on small jobs in the bay and river areas. They report that they have quite a lot of work in sight and expect to keep busy for some time. They also have their little Sucker working three shifts at the Standard Oil Plant in Richmond, and they expect to put the big Sucker to work soon.

It has been reported that there is a suction dredge job coming up in the vicinity of Stockton in the near future.

The Olympian Dredging Company has both the Neptune and the Monarch working three shifts on Georgiana Slough near Isleton.

So far we have nothing definite on the Santa Fe job from Richmond to Oakland or the P. G. & E. job at Pittsburg.

What the Brothers Are Doing

Brother Charles E. Holliday, who recently returned from the service, is taking out a withdrawal card.

driving down that way keep an eye out for the place which is located on the San Jose side of town, right on the main drag.

Make way for Nimrods Guy Mattingly and L. C. Smith, who have just returned from a goose and duck hunting expedition up Alturas way. The boys were gone a week and did right well by themselves. Spent most of the time at Goose Lake and Matt says to tell the fellows the hunting's good up there—but adds that it's mighty cold—they had 16 blankets along and used 'em all!

We regret to report that one of our Local 3 men, Brother Tom Perkins, was a passenger on the Greyhound bus involved in the spectacular crash on the bay bridge approach recently. Tom, who is employed by Bechtel in Antioch, was on his way to work at the time of the accident. He had boarded the bus in Richmond and was to transfer at the Oakland Terminal to continue his trip to Antioch. He is confined to Herrick Memorial Hospital in Berkeley, and while he is still in a very serious condition our latest reports indicate that he is improving steadily.

REDWOOD EMPIRE BOYS SCURRY TO BEAT RAINS

By A. R. McCaffrey, Business Representative, Local 3

Work in the Redwood Empire continues to hold up good. All the brothers are busy at the present time on various jobs. They have lost very little time up to the present on account of rain, but we expect the worst at any time now.

Humboldt Constructors, Inc., otherwise known as Fred J. Maurer & Son, have completed their storm sewer job on Fifth Street. The brothers worked a lot of hours to complete this tough job before the rains came and they did a remarkable job.

Brother Tom Hull moved his Lorain in from Gasquet and it is now working on his sewer job in Eureka. At the present time Tom has approximately 10 Engineers busy on his various jobs around this area.

Frederickson Bros. at Alton are coming right along with their hot stuff on the Freeway job. All they have left is the popcorn course and shoulders. We have had trouble getting finish blade operators on this job for the last month. The brothers have been working six 9-hour shifts trying to complete this job before old man Neptune arrives.

DIRT FLIES AT SCOTIA

On Frederickson Bros.' job at Scotia, the dirt is really flying; five jeeps on a short haul, never having to wait for a pusher cat. The clearing on this job has been an exceptionally tough one. Years ago they logged the area off, leaving stumps ten to fifteen feet high and about the same in diameter. While the brothers were clearing, it looked like a hot logging operation, arches and all, and plenty steep.

C. W. Peterson is coming right along on his job at Patricks Creek, working six and seven days to beat high water. I think the last storm put a few gray hairs in Mr. Peterson's head, as one big storm like they had last year would wash his whole job out. Good luck, Pete.

Macco-M & K have just about completed the moving of their equipment off of the Crescent City job. What equipment they didn't sell, they are moving to their Isabella dam job down south. Several of the brothers expect to make this job this winter.

Brother Dean Langford is still busy up around Crescent City way keeping several brothers busy on various jobs.

Fred Korhase manages to keep all of his crew and equipment busy on different jobs from piledriving to moving muck and building mills from Crescent City to Blue Lake. Simpson Lumber Co. at Kila-

math is the proud owner of a large log pond. The following contractors are given credit for a swell job done in a hurry: Brother Louie Conner, Fred Korhase, Fred J. Maurer & Son, Barker Corp., Brother Tom Coy. This company has a large building program which has kept several of the brothers busy this year and will continue throughout the next year.

Mercer Fraser Co., alias Ralph Brown, is still going strong and it looks like they will continue. All of their plants are operating to capacity: Essex, Eureka and Worswick. Most of their work consists of paving streets in Eureka at the present time.

Brothers Cummings and Bosch are keeping several of the brothers busy on various jobs between Arcata and Redwood Creek.

Brother Louie Conner is still keeping most of his equipment busy on various jobs all over the country.

MAD RIVER JOB

Carr & Rocco and John Burman & Sons are doing everything they can to get out of danger on their job at Mad River. Looks like they will make it. John Burman & Sons have several other jobs going around the area.

F. R. Archibald has completed his underground cable job for the telephone company, moving out with our operators. Huh!

The Underground Construction Co. at Pepperwood is making good progress on their telephone company job. Looks like they will finish up in the near future.

The general outlook in the area is that good conditions will prevail as long as the weather allows. Although there are no large jobs being let in the area, all the local contractors are being kept busy on numerous small jobs. If this present condition continues through the winter everyone will be happy.

★ ★ ★

1952-53 Cal. Highways

State Highway Commission has allocated \$72,093,000 for major construction projects during the 1952-53 fiscal year. For the current year \$101,664,500 is budgeted, including \$22,856,000 for rights of way. Budget for next year is \$103,430,000. The 1952-53 figure includes \$45,000,000 to continue essential freeways.

NEW SACRAMENTO LABOR TEMPLE OPEN

By E. P. PARK and H. S. CLARK, Business Representatives, Local 3
By the time this edition is out we should be installed in our new quarters at the C.E.L.&T. Labor Center, 2525 Stockton boulevard. An appropriate opening is planned but this must be postponed until after the unions have moved. Undoubtedly, this is doing things in reverse but the uncertainty as to the actual date when the building will be turned over to us by the contractors has made any planning for a specific day impossible.

There is still no activity by the prime contractors on the main Folsom Dam, other than a survey party in the field. In our conversations with this firm we have been led to believe that they do not plan to employ an extensive labor force until next spring.

H. Earl Parker has subbed some of the clearing and earthwork and is starting to move in at this writing. This doesn't do much to relieve our out-of-work problem due to the fact that these rigs are coming from other jobs and are already manned.

FOLSOM DAM JOB

Atkinson is still going strong but it is expected that they will have to curtail their activities as soon as the rain sets in. This will apply also to the Hasler, D & H job. We mention this so that the brothers interested in the Folsom project can judge for themselves the situation that will prevail in that area this winter. The opinion we offer is that it will not be favorable.

The T. E. Connolly tunnel job and the H. Parker job on the abutments are about the only two jobs in this area that the wet weather will not affect to any extent.

United Concrete Pipe working on its freeway job in West Sacramento. Brother Pat Patterson is the superintendent. Brother Jack Dundee is the foreman and Brother J. H. Hudson is cat operator. That's the crew insofar as the Engineers are concerned to date. This should be a fair job depending on the type of barrow and the equipment used. Otherwise, the usual fall rush to complete the various jobs under way, subdivisions, streets, sewers, etc., is the condition prevailing around the immediate Sacramento area at the present time.

In the Placerville area Joe Vicini is running two shifts on a dam job and several other excavating jobs. The brothers are kept plenty busy at this time. Rice Bros. are in the finishing stages of their highway 50 paving project. This highway will be open in the very near future.

The California Rock Products Co. in Cool has shut down their plant for the winter. This is a routine procedure but they will keep the brothers busy on stock piles and repairing during the winter. This plant will start running about next May. Joe Chevreux keeps the brothers busy in his batch plant and gravel plant most of the time. Marshall & Miles have their hot plant in operation at Colfax. They also have a gravel plant at the same location.

F. T. Bastian and Bob Winkle keep the brothers busy around Grass Valley and Ted Swartz keeps several of the brothers busy.

We would like to make a retraction. In the last issue we stated that Claude Johnson was oiling at Teichert's plan in Woodland, but Claude is the operator and Bill Hansley is oiling. Jake Loewen is on the carryall and Don Craig on the truck crane.

In the Walnut Grove area we have Brighton Sand & Gravel doing a road job between Walnut Grove and Thornton. The brothers on this project are Jake Gross, Jim Bowers, Flip Phillips, Marshall White, Ross Sidebottom and Al Resse bossing. A. Teichert is making progress on their levee job in this same area.

The gravel and hot plants in and around Sacramento and Woodland are going good at this writing.

The A. L. Erickson bridge job at Bridgehouse is making progress quite rapidly. This project should be completed by not later than Christmas. Brother Harry Smith is operating the highline and Brother A. D. Smith is oiling. A. Teichert

has practically completed the approaches on this job.

MEMBERS IN BUSINESS

The following brothers are in business and solicit your patronage:
A. B. McClain—three Fordson—top soil, crushed rock, concrete mix, grade, new lawns, plowing, discing, sand, etc. Hillcrest 6-0737.

Bob Hunt—blade, Fordson loader, oil distributor, top soil, fill dirt, hauling. Hickory 9-4703.

Hunter Welding Works—Placerville—all types of welding, portable welders. Placerville 744-W.

Joe Correia-B. J. Trencher—all types of trenching. Hillcrest 7-8823.

Jay Harris—roads, paving, leveling, asphaltic mixes. Grass Valley 71R3.

Leslie M. (Les) Goltz—portable track service, all types of track equipment, 24-hour service. Gilbert 3-7361.

DeVriend Trenching Co.—Cleveland Trencher, all types of ditches. Hillcrest 5-0357.

C. P. McAuley—trenching, all types. Hillcrest 7-0553.

Remme Trenching Co.—ditching, landleveling, no job too small. Hillcrest 7-6328 or 5-5195.

Donahue & Ice—Licensed Contractors, ditching. Hickory 9-5282 or Hillcrest 6-8629.

W. L. Kirchgater—well drilling, turbine and injector pumps, sales and service. Hillcrest 6-4053.

Delmar Hopkins—Fordson, A. C. blade, hole digger, carryall, loader, leveling, landscape, top soil, fill sand. IVanhoe 9-1124.

George Scott and Hugh Sutton—Ben Ali Garage, North Sacramento—heavy duty mechanic, welding, auto repairs, trailers made to order. Hickory 9-0778.

Nelson Trenching Co.—Cleveland 140 and Cleveland 95. IVanhoe 9-1159.

Ken Preston—cat, blade. Hillcrest 5-0787.

Dean P. Ketcherside—all types of excavating, sand, dirt, two half yard rigs to rent with or without operator. Brother Dean has taken over the Dahms & Blakesley plant in Broderick. Hickory 9-0244.

H. M. (Ham) Hamilton, located at Orangevale, contemplates building a grocery and cabinet shop. Watch for opening.

J. E. Neuerburg—Fordson tractor, loader and scraper, one yard carryall, post hole auger, dynamite drill. 7791 Old Auburn Road, Citrus Heights.

A. L. Seymour—Fordson tractor, all types of tractor work, spraying, leveling. IVanhoe 9-2629.

Elmer Self—rototillers, bear cat garden tractors, plowing, discing, Fordson tractor work, trenching, mowing, leveling. IVanhoe 9-0585.

Red Kornder—Pat Kornder's fishing resort, Five Point Bridge at Miner Slough, boats and motors for rent, refreshments. Courtland 3328.

Bob Winkle—excavating, loading road rock, concrete mix, top soil fill dirt, trucking, blade. Grass Valley 69R1.

Glen Mastel—16th & O Streets—precision balancing service, tire skimming, balancing. GI. 3-7344.

Charles Graves—Fordson, leveling, discing, mowing. Hickory 9-5181.

Otto Van Gorder—plowing, discing, backfilling, excavating, lawns complete. HUDSON 1-1193.

Charles Walker—tractor work. Hillcrest 6-6640.

Bob Soderlund—tractor work. Hillcrest 5-8524.

WISHES FOR HEALTH

Wishes for better health in the future go to: Brother Bob McQuillan's wife, Esther, who was critically ill during the past month. Brother Vance Neese who is still in the Sutter Hospital. Brother George Wood who is still being

Hawaii—DREDGE BOYS KEPT BUSY IN THE ISLANDS

By J. K. WAIWAILOE, Business Representative, Local 3

Contractors Mid-Pac and the Navy are anxiously awaiting completion of repairs to dredge Norfolk before the end of the year so that a large enough stock pile of coral can be had to continue repairs to plane landing mat and aprons at Kaneohe Naval Air Station (Marine base).

The construction program on Kwajalein of necessity must have over two million cubic yards of coral for extension and widening of present landing mat to also accommodate jet and larger planes of our armed services, after which the Navy Dept. wants the Norfolk back in Subic Bay, Manila, P. I., to catch up with a big backlog of dredging left when the Norfolk was pulled out to work at Guam.

Pacific Dredging Co., of Paramount, Calif., will be handling the Army's share of dredge work, especially at Okinawa. The dredge Raymond is already there with key men from the West Coast handling its operation. The dredge Gulf Stream, which sank in Naha Harbor, Okinawa, has been raised and is now in Japan for necessary repairs before going back.

C. R. McCoy, general superintendent, was in to check on dredgemen available for their operations and requested that a few key men be sent out upon notification.

Hawaiian Dredging is about half through on their Ala Moana canal project and will probably also do the dredging at Johnston Island for the Army.

The dredge Jefferson is being considered for contemplated work farther southwest (Australia).

The A. E. C., on Eniwetok, is prepared to recruit and rehire anytime now and our men probably will be called in again because of their high FBI clearances.

Navy and Army shore contract work is at a standstill pending appropriation monies.

The H. H. A. has received the go-ahead signal on a \$4 million low-cost housing project in the Kalihi-Uka Valley and will be out for bids as soon as acquisition of land arrangements are completed. This area will border the Kalihi Tunnel highway.

bothered by an injury suffered over a year ago. Brother Norman Moreland who has been laid up with a broken arm. Brother Henry Curb who is just out of the hospital and still under doctor's care.

Good luck to Brother Ed McQuillan who left for French Morocco on November 10.

Thanks to the following brothers who dropped us a note asking to be removed from the out-of-work list as they had been dispatched from another office: Robert A. Neep, Lea Wright and William Herman.

BLOOD BANK

Our account at the blood bank is now in worse shape that it has ever been. There has been 18 pints released from our fund during the past month and only 13 donations. We have never before been in such dire need of your donations, fellows, and we ask you—won't you please call us for your appointment at the blood bank? If it were not for the following donors, we would have been unable to help the brothers and their families who needed blood this past month.

Our very deepest gratitude goes to Sam Cogburn, Robert McQuillan, Arthur Sanders, Mrs. Lulu Pirtle, Carl Pirtle, Pete McQuillan, Wade Sewell, Howard Green, H. S. Clark, George Wood, Susan Wood, E. B. Loyd and Gordon Hanna. Brother Al Wyckoff donated in August but we failed to mention it at that time. Brother Wyckoff has been a regular donor to our account and we owe him much thanks. Again,

SANTA ROSA SEWAGE JOB MOVES; PLAN HIGHWAYS

By GLENN DOBYNS, Business Representative, Local 3

The site of Santa Rosa's new sewage treatment plant, the city's biggest 1951 undertaking, currently is one of the busiest places in town, construction-wise. It is estimated that about 95 per cent of the concrete work on the \$876,859 plant is finished and that the remaining 5 per cent will be completed in two weeks.

After that, the complex mechanical equipment that will operate the plant will be installed.

William Young, construction superintendent for the Walsh Construction Co. of San Francisco which is building the plant, says it will be ready for operation about Jan. 1, 1952.

Brother Lloyd F. McCulla is the master mechanic on this project. Brother Kenneth Brooks has been acting as labor foreman with Brother Herman Sethe operating the N. W. crane and his oiler, Brother Hugh Sharpe.

101 AT HEALDSBURG

To date J. R. Armstrong Construction Company is doing very nicely with its new contract on Highway 101 between Healdsburg and Asti. Portions of this highway are controlled to one way traffic during the process of widening and resurfacing. There are three blades working on this job with Brothers Nick Willigis, Lester Middleton and Frank McElwain. Keeping the plant going are Brothers Jess McDonald, Kelley Kirksey, the boxman, with D. L. Crowley, the grease monkey. On the Northwest Truck Crane Laurel Musselman, operator, with Leo Beers, the oiler. Brother Walter Loutsch is on the roller. Last but not least we find Brother Gene Leonard, the roust-about (should say the general flunkie).

Arthur B. Siri, Inc., was awarded the contract for installation of water mains in the Lonergan subdivision, Santa Rosa. His bid was \$7,197.90.

'52 HIGHWAY WORK

The state plans to plunk down \$3,626,000 for seven Redwood Empire counties next year.

In making its 1952-53 fiscal year budget the State Highway Commission announced that \$72,093,000 will go into construction projects and the remaining \$31,337,000 for acquisition of rights of way.

The budget calls for \$357,000 Lake County; Mendocino, \$1,135,000; Sonoma, \$294,000.

Expenditure of \$1,135,000 on state highways in Mendocino County is for projects listed below:

U. S. 101, Northwestern Pacific underpass to Eleven Oaks, grade and surface, 2 miles, \$240,000.

U. S. 101, at 10 Mile Creek, culvert and fill, .3 mile, \$75,000.

U. S. 101, at Rattlesnake Creek, culvert and fill, .4 mile, \$400,000.

Route 48, Boonville to Shearing Creek (portions), grade and surface, 1.3 mile, \$117,000.

Route 48, at Indian Creek, bridge and approaches, \$150,000.

Route 48, at Mill Creek, reconstruct bridge, \$40,000.

Lake County—Culverts and fill on State Route 20 at Lucerne Creek and Deer Creek, \$15,000; grade and surface .4 mile south Lower Lake to .3 mile north Cache Creek, 1.7 miles \$205,000; bridges and approaches at Dry Creek and Dry Creek overflow \$90,000.

RUSSIAN RIVER JOB

Russian River Highway job will cost \$150,000.

Heavy summer traffic and substandard roadway spurred the California Highway Commission to adopt a new routing along a section of the Russian River Highway.

The improvement will extend over State Sign Route 12 northwest of Monte Rio.

This section of State Sign Route 12 is located through a developed resort area which draws heavy traf-

fellows, we remind you that we are FIVE pints short in our account and will be unable to help any of you who may need blood unless you all cooperate and help us to build up this blood fund which is YOUR fund!

Don't forget our new address—2525 Stockton Boulevard, Phone Hillcrest 7-5795.

fic over the summer months, particularly from the San Francisco Bay region. During weekends traffic counts of over 6,000 cars a day have been recorded.

The present situation is further aggravated by hundreds of heavy lumber trucks operating between timber areas along the coast and saw mills located farther inland.

In addition to the inadequate traffic capacity from the viewpoint of ease and comfort of travel, the existing base and surface are not capable of carrying the heavy truck loads imposed.

The present highway closely follows the contour of the north bank of the Russian River. Sharp curves make passing impossible over long sections of the road. At some points along the road the pavement is only 15 feet wide. Shoulders are narrow and in places completely worn away.

Public in Hock \$27 Million More Than a Year Ago

Washington (LPA).—Consumers went in hock to the tune of \$112 million in September, on installment buying of autos, furniture, and household appliances. The figure for August had been \$155 million.

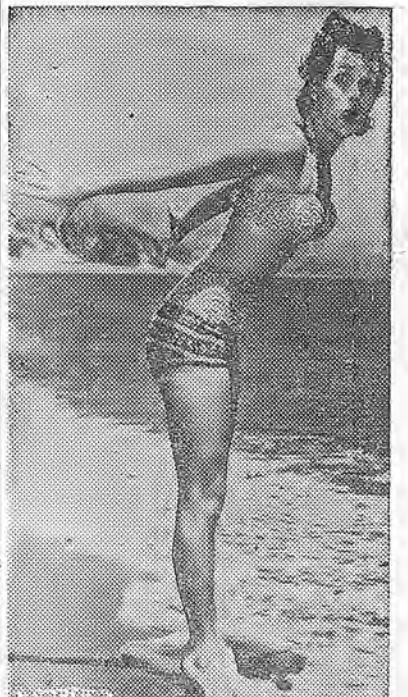
The two-month sharp hike in installment buying has led the Federal Reserve Board to consider asking Congress to amend the law, to make credit controls tougher.

Total consumer credit (a polite name for debt) was \$19.3 billion Sept. 30, or \$27 million higher than a year ago.

Truman Signs Bill To Increase Railroad Pensions and Annuities

Washington (LPA).—President Truman has signed into law legislation increasing pensions and annuities for an estimated 400,000 persons under the Railroad Retirement Act.

Under the measure, rail workers retired because of age or permanent disability get an immediate 15 per cent increase in pension payments, and benefits to survivors of railroad workers are increased 33 1/3 per cent. The new law also provides, for the first time, benefits to spouses of retired rail workers.



THE WATER'S COLD. — But MGM star Debbie Reynolds needs a chance to show off that bathing suit, so here goes. (LPA)

News Roundup From Utah

C. R. VAN WINKLE, MERLIN BOWMAN, DON ELLIOTT and CHARLEY COCKAYNE

The weather has been very good. There has been very little lost time for the operators this season. It has been raining and snowing all around the state but the sun has been getting through the clouds in Utah.

The men on the W. W. Clyde job at Dugway are still going strong with the oiling and excavating. Grant Haslam, Sheldon Nielson, John Q. Nelson and Norman Shivers are foremen on this job. This is the only job at Dugway that has very many operators. Most of the other contractors have all their excavating completed.

Olaf Nelson still has a few operators left on his job at Timpie. They were caught in the cold weather with five miles of oil yet to complete.

Utah Construction is getting started back in their heading at 5840 tunnel at Bingham, after having the heading shut down for approximately six weeks so they could concrete squeeze ground.

Job on the Bingham stripping is making progress although the weather has been very cold.

Fluor Company is getting the job under way at Woods Cross. They have five operators and are going to have more equipment and operators by the first of the year.

Clyde's are still staying with two shifts at the job at Lambs' Canyon.

The Dyke job at Magna still is moving muck but has slowed down considerably since the Euclids have to stop for the traffic.

Parsons and Fife are going to try to get their pipe in on their job at Ogden, but the State does not want them to start on the heavy excavating until spring.

Germer, Abbott and Waldron are working one shift on a job at

Snowville. They have about 12 operators working.

Gibbons and Reed are keeping a good-sized crew busy on their jobs at Hill Field and the Ogden hot plant and crusher.

Wheelwright Construction Co. manages to keep a few operators busy. They are presently working on a drainage project at Weber College and finishing a pipeline job on 24th Street.

Arrington Construction Co.'s job is progressing nicely at the Bear River High School, with two operating engineers on the job.

Garff-Ryberg and Goff also are rolling right along on the Agricultural College at Logan. We have just one hoist operator on that job.

Olaf Nelson's gang at Logan are managing to keep busy, and a number of small projects are under way throughout the area Ogden and north.

The weather is ideal. We hope it stays good so that work may continue.

REMARKS

Fred W. Ryver and Melvin Kranbule were in a very bad accident at Grantsville intersection. Both men were hospitalized for treatment and injuries. The car which they were driving was completely demolished. It will be approximately 30 days before either of these men will be able to go back to work.

Jobs in the South

L. T. Johnson job on Soldier Summit finished base coat. They have now gone to their job at Fairfield and Deseret where the weather stands to be a little milder. They took with them all of the Brothers that were on the Soldier Summit job, and so far haven't ordered any new members. Brother Russ Healey is the Grade and Equipment foreman and doing a fine job too. How can he help it with all three Hancock brothers with him?

United Concrete Pipe Company, with Brother Bill Newberry in charge of operations, is keeping a few members busy in their yard at Pleasant Grove. The bulk of their work has finished here in Utah, but they do have a few jobs going out of state.

Strong Company is keeping a few members going on its job at Beaver, but has been forced to lay some off due to the cold weather. This job should go all winter if said weather does not get too rough, and it has to get pretty rough for some of these guys in Utah to call it quits.

ATTENTION. All Brothers in Utah. If you are out work, come in and register with your business agent. He can only help you if you let him know your wants. The work, as we all know, is bound to slow down as winter comes on, but there is always something going on that we may be able to help you with. Attend your meetings, and let's talk it over. Meetings in Provo are held every second Friday of every month, and we can have them more often if need be.

If you are out of work and there isn't any place we can place you, please apply for your unemployment insurance. It is yours and you are entitled to it. It is not a charity.

State Road Report

Well, you nimrods can spend your next holiday, Armistice Day, shining and oiling your artillery and storing it until next fall. We have some good reports on results obtained by many state road boys.

Now let's get back to work. The various summer projects — road widening, seal coating, rebuilding, etc. have about all been buttoned up for the season, and we begin to see familiar faces back at the home sheds. As our general construction slackens off, we expect to get around and do more visiting with you.

We hope Old Sol continues to smile upon us and prolongs this swell fall weather.

After several conferences with the road commissioners, we are able to report favorable progress regarding our request for wage increases. Some more money has been tentatively agreed on and we expect definite action to be taken by the powers at the Capitol on the matter in the very near future. We will report to you as soon as we have definite word of approval.

We welcome all the new members into Operating Engineers Local Union 3 and want to express appreciation to the older members who have worked diligently to secure new members. We are grateful for your efforts. If every member would consider it his responsibility to explain our program to those who are still not members and assist to bring in new members, we would very soon have a 100 percent organization. Let's give it a boost.

Navy Propeller Work

Dodge plant of the Chrysler Corp. at San Leandro has been given a multi-million dollar defense contract to produce Hamilton standard propellers for Navy aircraft under assistance of United Aircraft Corp. A 750,000 square foot addition will be finished by the end of the year and from 1500 to 5000 workers will be hired "when schedules are reached." Car production will continue at the plant.

SCHEDULE OF UTAH STATE ROAD MEETINGS

- Will notify by post card date of meeting at Escalante Hotel, Cedar City, Utah.
- Friday, Nov. 23—County Court House, Logan, Utah.
- Will notify by post card meeting at Sevier County.
- Wednesday, Dec. 5—1969 South Main Street, Salt Lake City, Utah.
- Wednesday, Dec. 12—Provo Labor Temple, 161 West First North, Provo, Utah.
- Tuesday, Dec. 11—Price City Hall, Price, Utah.
- Friday, Dec. 14—Ogden Labor Temple, Ogden, Utah.

SCHEDULE OF UTAH MEETINGS FOR CONSTRUCTION, SAND AND GRAVEL, AND IRON MINE MEMBERS

- 1—Tuesday, Nov. 20, 1951—Kennecott Copper Co. Members. 1:00 p.m., Mine, Mill and Smelters' Hall, Bingham—3:30 p.m., Mine, Mill and Smelters' Hall, Bingham—7:30 p.m., Midvale City Hall, Midvale, Utah.
- 2—Tuesday, Dec. 11, 1951—Lang Co. Members—7:00 p.m., Engineers Hall, 1969 South Main Street, Salt Lake City, Utah.
- 3—Wednesday, Dec. 12, 1951—Sand and Gravel, Construction, 1969 South Main Street, Salt Lake City, Utah.
- 4—Friday, Dec. 14, 1951—Sand and Gravel, Construction, Provo Labor Temple, Provo, Utah.
- 5—Tuesday, Dec. 18, 1951—Kennecott Copper Co. Members. 1:00 p.m., Mine, Mill and Smelter Workers' Hall, Bingham—3:00 p.m., Mine, Mill and Smelter Workers' Hall, Bingham—7:30 p.m., Midvale City Hall, Midvale, Utah.
- 6—Friday, Dec. 21, 1951—Sand and Gravel, Construction, Ogden Labor Temple, Ogden, Utah.

REDDING JOBS SLOW UP; 1952 OUTLOOK IS GOOD

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

Up to date we have enjoyed a very good year in this district but now work is beginning to get a little slack. Most of our major highway projects are winding up on schedule. The work program now planned and being planned for the immediate future and the year 1952 looks very good.

Houses are being moved in preparation for the big freeway through the little city of Dunsuir. That will be one of our major projects for next year.

Ray Byers is clearing the right of way for the George R. Patterson project near Wildwood. We don't look for much activity on this job until next spring, but when it does start there will be a lot of Engineers involved for at least a year.

Erickson, Phillips and Weisberg of Oakland were the low bidders on 14 bridges to be widened and highway improvement between Red Bluff and Los Molinas, Tehama County. This is a big job and we expect to see some activity there before very long.

TULE LAKE JOB

George Stacy and his fleet of Engineers seem to be progressing very well on the Tule Lake drainage project. Bros. A. L. Nelson, Felbert O. Rodgers and Earl D. Brooks, oldtimers in the union, are on the job. They also have been with George many years.

O'Hair Company has finished grading on their Adin job. All that's left to be done is the oiling. I doubt if they make it this year as the weather is getting cold there.

Tyson and Watters at Ft. Bidwell are in the same boat.

Harms Brothers finished their job in Lassen Park just a few hours ahead of a snowstorm. The road and park are now closed for the winter.

Monty Brown is well under way on his job at Anderson.

O'Connor Brothers of Red Bluff continue to keep a bunch of our members busy. Bro. Tom Wagner recently took a Northwest 25 to Chester for a couple of months work there.

G. E. Oaks, sand, gravel and rock producer, of Redding, has taken over the Draper & Adams plant at Red Bluff and is doing a lot of remodeling and improvement work on it. This will be a good setup when the situation is straightened out and we know that Mr. Oaks can do the job.

Bro. Ben Blackman, after an absence of 12 years, comes back and does a big job. Bro. Blackman worked as a catskinner at the beginning of construction of the Shasta Dam and relocation of the railroad and highway around the Shasta reservoir. He came back

this summer with the Eugene Alves Co. and took over as general superintendent in the midst of a big highway project. Finished the job on schedule, made everybody feel happy, including the inspector and the contractor. All the Engineers out there had a good word to say for Bro. Ben Blackman. Come back and see us again, Ben. We like you.

Living Standard Cut by Taxes And High Prices

Washington. — Uncontrolled high prices and increased taxes have lowered the standard of living for American workers.

AFL President William Green said that the lower income wage earners are bearing the brunt of inflation. He spoke at the 50th anniversary dinner of Local 77, International Union of Operating Engineers, Jay C. Turner, president.

"We think an examination of the tax bills show that labor is called upon to pay a greater proportion of the increase than are corporations, banks and business institutions of the nation," Mr. Green said.

"We favor a readjustment so it will be equitable," he said.

The AFL president denounced the Taft-Hartley Act, which imposes curbs on labor, asserting that its purpose "is to destroy the organized labor movement."

David P. McCracken, only survivor of the 10 charter members of the local, described the history of No. 77.

Mr. McCracken, who traced the origin of the union to a discussion between eight men, including himself, in 1899, said that when Local No. 77 was chartered in 1901 wages were \$18 for a 48-hour week.

Richard J. Gray, president, AFL Building Trades Department, presented awards to men who had been members of the local for 35 or more years.

Tune in on Frank Edwards at your union meeting!

REPORT FROM THE MINES AND SHOPS

By C. R. VAN WINKLE

Due to my vacation, which I usually take the last two weeks of October, and my return being delayed somewhat by bad weather, this report will be short. Before leaving I thought that everything was in good shape; however, one or two things did pop in my absence, which was not anticipated, and which was a little embarrassing.

VITRO CHEMICAL CO.

Agreement not completed, although several meetings have been held, but no meetings during my absence. Because of an incident that occurred, this agreement must and will be completed immediately and may be completed before this reaches you.

KENNECOTT COPPER CO.

Agreement has been completed,

except for one clause in the pension agreement. The main agreement has been ratified and signed. All that remains now to be accomplished is the approval of the Wage Stabilization Board of the new wages.

IRON MINES, CEDAR CITY

Meetings slated with the company to settle issue raised by refusal of Wage Stabilization Board to approve entire raise agreed upon.

OTHER PLANTS

Everything else seemed to be running along smoothly. There has only been one report regarding the retroactive pay in the Sand and Gravel industry and that has been investigated and a promise obtained that a proper adjustment will be made.



LABOR'S A BIG FACTOR—Harry Martin, right, director of ECA's European labor information office and president of the American Newspaper Guild, discusses the importance of labor in European recovery with J. H. Oldenbroek, left, secy.-general of the Intl. Confederation of Free Trade Unions, and Paul R. Porter, new acting U. S. representative in Europe.

Vet State IATSE Leader Dies in S.F.

F. B. "Ben" Williams, president of the AFL California State Theatrical Federation for 27 years until his retirement in 1948, died last week in San Francisco after an illness of several months.

Williams was a 51-year member of the Intl. Alliance of Theatrical, State Employees and Motion Picture Machine Operators.

The deceased was the long-time president of the Theatrical Federation of San Francisco, having joined Stagehands' Local 16 in that city in 1900.

He was buried in Cypress Lawn Memorial Park, San Mateo County, where his funeral was attended by a large number of friends from the ranks of labor.

Local 39 Now Second Largest Stationary Local in the IUOE

By C. C. FITCH, Business Manager, Local 39

Five years ago last August eight local unions amalgamated into one local, known as Stationary Local No. 39, with a membership of 2500 members. There were six branch offices set up and eight business agents appointed, which was later reduced to six. Our territory covers 46 counties, extending from Tulare to Eureka, a distance of some 520 miles, and from San Francisco to the Nevada boundary.

In the beginning there was a great deal of prejudice, many claiming they had nothing to say about the amalgamation, which was incorrect, as the amalgamation was voted upon at called meetings in every district. There was an air of suspicion and distrust of the people from San Francisco, but I am happy to say this attitude has now been eliminated. We have welded our people together into one unit, and now have what is probably the second largest Stationary Engineers' Union in the jurisdiction of the International, with approximately 2800 members.

PERSONAL CONTACTS

Prior to the amalgamation the members in the outlying districts, particularly Sacramento and Stockton, were accustomed to having someone collect their dues, as many of the plants were located over a hundred miles away from the office. We endeavored to change this by having them mail in their dues, but this was not accepted too favorably, as they prefer having the business agent call, thus giving them an opportunity to discuss matters with him. The business agents in these districts must of necessity spend considerable time in policing the jobs, to see that all engineers are members of the union and in collecting dues. We have at all times tried to operate the union for the benefit of all the members in as democratic a way as possible.

There have been jurisdictional disputes, which have all been settled in our favor, including the Milk Manufacturing Industry in Northern California, where some of the engineers were members of the Teamsters. This was a long and tedious job, but we are glad to report it has reached a successful conclusion, with the engineers now members in good standing in Stationary Local 39.

We have established comparable wage scales throughout this territory. For instance, during the first year we obtained raises in the Oakland dairies, ice and cold storage plants and breweries, in order to have them equal the San Francisco wages. Since then they have been raised every year in proportion to San Francisco. Raises have been obtained in other districts in a similar way.

In the past it was difficult for an engineer to go from one territory to another without the trouble of transferring, nor were wages in any way comparable to the Bay Area. Now an engineer can go any place in Northern California without difficulty and will receive a much more uniform wage than in the past. In addition there were many 48 hour agreements, practically all of which have now been changed to 40-hour agreements.

As termination dates of contracts arrive, the Union automatically notifies the employer of its desire to open negotiations. A meeting is called of the members in the industry and minutes taken of their demands, which are later submitted to the employer for action. No agreement is ever signed without again calling the industry members into a meeting and submitting to them the employer's proposal. If the proposal is rejected the union representatives again go into negotiations and endeavor to come out with something satisfactory to the industry members. At no time has an agreement ever been signed without the consent of the members in the industry and the approval of the Executive Board. At the present time we are working under a very severe handicap, with the regulations of the Wage Stabilization Board, which makes it extremely difficult for us to negotiate the wages we feel our members are entitled to.

We have set up an excellent system for handling our finances. The Bank of America has branches in all parts of California. Deposits are made by the branch offices to the Bank of America in their respective districts and duplicate deposit slips are sent to the San Francisco Office with weekly reports of receipts. The Bank of America transfers all deposits from the district offices to the 16th and Mission Branch in San Francisco. No withdrawals are made against the Bank of America account, except when money is needed in our checking account with the American Trust Company.

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THE EXECUTIVE BOARD

By the very nature of the size and territory covered by our union, it has been necessary to allow the Executive Board to be the governing body, as it would be impracticable for members in the outlying districts to come to the union meetings in San Francisco, districts being as they are. The Executive Board is composed of two elective members from each territory, plus the five officers, three of whom reside in San Francisco. The Business Manager in all his actions has been subject to the orders and advice of the Executive Board.

The delegates to the various conventions have been elected by the Executive Board. Any expenditures of monies, outside of the ordinary expenses of operating the union, must have the approval of the Executive Board. The Executive Board has had the power to authorize strikes, recommend assessments, to pay strike benefits, and to pass such rules and regulations as were found necessary for the successful operation of the union. I feel that this system has worked out very successfully, giving every one proper representation.

240 CONTRACTS

By-laws to govern Local 39 when it goes under local autonomy are in the process of being written and no doubt will soon be presented to the membership for consideration.

We have over 240 contracts, 85 of which are negotiated in San Francisco, not to mention the master agreements for the fluid milk, milk manufacturing and air reduction, which are also negotiated here. This means that Brother Derby and myself are prevented from visiting plants and other meetings as much as we would like to. However, your problems are our problems and we are ready and willing to cooperate at all times.

WSB Industry Members Say Welfare, Pension Plans Need Control

Washington (LPA). — Industry members of a Wage Stabilization Board panel declared Oct. 31 that health, welfare and pension plans are inflationary and should be controlled by the government. They took sharp exception with labor and public members, who had suggested virtual decontrol of employee benefit programs. The full WSB now must decide, itself, what to do about welfare and pension programs. Meanwhile, the board rejected a proposal to establish regional ceiling rates of pay for tool and die makers, to attract and hold workers in the industry.

NEW YORK SLUMS

New York (LPA)—Tentative allocation of \$70 million for a two-year, 60-acre slum clearance program in New York City has been approved by the State Housing Commission. The funds are to finance nearly 5000 \$9-a-room apartments at three west side sites, one in Brooklyn, one in Bronx.

TV, Peasants, Rattlers, Gas, and Milk in Stockton

By R. E. MCCARTHY
Business Agent, Local 39

On talking to Bro. Peterson on his return from his vacation he told me a short story (no deer).

Visited the Stanislaus County Hospital Oct. 23. Inquiring around I found out that Brother Peterson was in town. I began to smell a rat because the world series was going full blast on the radio and knowing that Bro. Peterson is quite a baseball fan, in fact he used to play the game some in his younger days, before he had to use crutches to get around, I then remembered that the game was being shown on television. I found Bro. Peterson up at the Eagles Hall in a comfortable chair watching the game on the television set. Now, I can remember back a few years when Pete's main statement was "what is good enough for me (none but the best) the rest of the crew should be allowed to enjoy, but it don't always work that way because the rest of the peasants had to be satisfied to sit on the concrete and listen to the game on a common old radio. The peasants in this case are Brothers Casler, Bonsack and Shafer.

Visited the Golden State Creamery at Los Banos. This is one plant that you are never sure of how you are going to be treated when you get there, so it is always with a little apprehension that I approach the engine room. Naturally Brothers Coulon, Peters, Bartel and Manuel Pereira were on shift. Brother Coulon is supposed to be the spokesman for this group, but it is questionable if he knows what he is talking about. The point is with Bro. Coulon and his gang, "never let anyone win an argument whether he is right or wrong." A good motto for this gang is you never win for losing.

NEWMAN CREAMERIES

Stopped at the East West Creamery at Newman. Brother Knight, the chief, and his noble assistant, Brother Silva, were busy in the boiler room. Brother Knight, I don't think, has left his childhood as yet, he offered to let me read a letter from some guy that caught a rattler, innocently I opened the envelope and dropped it just as quickly because it sure had the old familiar rattle of a snake. Seems like Wendel wrapped up a button on a rubber band and whenever you released the pressure on the envelope the rattling started (nuts).

Visited Golden Valley Creamery at Newman and found the management a little warm over the activities of one of the Engineers. I got a little hot myself when I think that someone is playing dirty. Got some of the gas out of the manager and settled back in his chair, and started on another subject which is always good business, (not women either). During the course of the conversation he mentioned the fact that they were busy on a government order where-in they were processing a sugar and powdered milk product that could be carried around in the vest pocket just in case anyone was interested and you should be invited to have a cup of coffee, you could always furnish your own cream and sugar. He then tells me of another process that is taking place in the milk industry, which I will have to see to believe. Maybe when this new plant at Atwater gets into action I will have the pleasure of seeing the new product.

Bought my little grandson Gary a scooter a few weeks ago and as a result he developed a new form of torture to himself (a charley horse) and was crippled up a few days.

Accompanied my two grandsons, Gary and Ronny, and my cocker (Lady) on a trick or treat jaunt on Halloween night, even the dog requested a handout at each door.

Over a period of one year the people of Britain will be asked four times how they spend their money, to help provide the information for a new cost of living index.



HERE'S TO YOUR TEETH!—On Oct. 25, Rio Vista became the first California community to fluoridate its water supply as a protection against tooth decay. Ann Chaudy, 11, was chosen "Fluoridation Queen," and is shown getting the first glass of fluoridated water from Dr. E. L. Hicok, president State Dental Assn. Looking on are Mayor Harry Alley and Dr. Tom Green, who pioneered the venture. Shortly after, San Diego announced plans to fluoridate its water, and on Nov. 6, San Francisco voters approved the plan.

Your Economics and Mine—

WHAT IS PARITY?

(This is the sixth in a series of articles entitled "Your Economics and Mine," dealing with vital economic discussions of the day. The series is prepared and distributed by the California State Federation of Labor, No. 6—November, 1951.)

The issue of parity for farmers has become one of national importance, not only for the American farmer, but also for workers, businessmen, consumers, and the total American public.

Parity and its relationship to food price ceilings has headlined the importance of this vital technique of farm support.

What is parity? It is a device whereby the purchasing power of the farmer is maintained in accord with its status during a base period, usually an average of the period 1909-1914.

Uncle Sam presumes the farmer's position at that time was normal and satisfactory, and parity prices are designed to maintain that level.

BASIS—1909-1914

The calculation of parity is undertaken by averaging the present prices of the typical commodities that he buys and comparing them with 1909-1914 prices.

Typical commodities include food, clothing, agricultural implements, seed, and more recently, agricultural labor.

The parity price for a bushel of wheat in October of 1951, for example, was \$2.41, a price fixed to give the farmer the same return in commodities he buys that he obtained about 40 years ago.

If at any time the average price of these commodities purchased by the farmer goes up, so does parity; and if the parity goes up, so do the various supports, subsidies, and price ceilings which are based on this concept.

The idea of parity first became popular and won acceptance during the New Deal era, when it was used as a basis of government aid to agriculture.

STABILIZING FORCE

The government then stood ready to purchase agricultural commodities at a certain percentage of parity (many of the staple crops could be sold to the government at 85 per cent of parity), and in order to maintain an artificially high price, the commodities thus purchased were stored for long periods of time.

Desperate economic conditions in the 1930's were cited to justify this support for the farmer.

However, parity has since come to be justified on a lasting basis. In the post World War II period, the argument favoring parity emphasized that agriculture was almost inherently hampered by an abundance of sellers and by highly unstable prices and ruinous surpluses.

Thus agriculture is held to suffer from the consistent vagaries of its economy, even in so-called "normal" times. On the other hand, U. S. heavy industries are generally able to stabilize prices and avoid surpluses through monopoly con-

trol of the market (see "Your Economics and Mine—The Shadow of Monopoly: June, 1951).

The parity concept has recently drawn more controversial fire through government action in forbidding that a price ceiling be imposed on a commodity until such commodity has reached the parity level.

However, the government has actually set many a ceiling far above the parity level of a commodity despite consumer cries for protection.

THE CONSUMERS' VIEW

For example, beef cattle ceilings were originally set at more than 150 per cent above parity and cotton ceilings were set at 126 per cent above parity.

For more than a quarter of a century, the American people have endeavored through government action to reconcile the farmer's insistence on stable and high prices with the consumer's desire for a better standard of living.

In recognition of this problem and its 1951 aspects, the American Federation of Labor has recommended that the Defense Production Act should be strengthened to include a food subsidy program similar to that in effect during World War II when subsidy money simply kept food prices down through dollar aid to the farmer.

South Sea natives divide American films into two classes. They call them "kiss-kiss" and "bang-bang."

All the animals had left the ark except two snakes lying over in a corner. Noah asked them, "Why don't you go forth and multiply?" "We can't," replied one, "we're adders."

Director: "Have you had any stage experience?"

Chorus Girl: "Well, my leg was in a cast once."

Some years ago, to encourage air travel, some companies offered free flights for wives of executives on business trips. As a follow-up, they later queried the wives by letter or phone, asking how they enjoyed the air flight.

In a surprising number of cases the answer was, "What flight?"

"I'm an author," he said, "and I came to this party for some material."

"Well," she replied, "that's sheer nylon you're feeling right now."

"I can't make up my mind whether to buy the divan or the arm chair," said the old maid.

"You can't make a mistake on a nice comfortable chair like this," urged the clerk.

"That decides it," said the old maid. "I'll take the divan."

NORTHBAY BOYS PUSHING RAINS AND BIG BACKLOG

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

The J. Henry Harris Company picked off a fair job of \$40,000, resurfacing and patching 2½ miles of road at Fort Barry. The job is making good headway. Bro. Wm. E. Craft is foreman on the spread with Bro. Robert Marr on the shovel. Bro. Frank Cabral is doing the oiling, Bros. James Dunaway and John M. Blair are on the blades, Clifford Bryant on the loader and William King is on the roller. If weather permits the Barber Greene will be in to lay 25,000 tons of hot stuff. . . Should take about three weeks to complete the job.

Hutchinson Co., Greenbrae, going as hard as operating engineers can stand. . . been a very busy year. The company has been a long time installing one of the latest Standard Hot Plants — fully automatic with gas fuel. Brother Webster complaining already, wants control installed at home so he won't have to show up.

THE FLYING PULLS

Carey Brothers on Valley Ford job in high gear. Pusher John Lapp and Brother Carey—owner—says they need man with checker flag to let 'em know when race finished. I've seen pulls run but never fly before. Job is progressing fine.

Brother "Smilin' Boy" Williams, formerly with Engineers Limited, now maintaining farm equipment in Contua. Hope to see him back in area in Spring.

Basalt at McNear's Pt. working two shifts overtime trying to catch up. Can always see barges coming or going. Everybody seems happy.

Fred J. Early Co. making good progress on San Quentin Sewer Disposal Plant. Brothers Ivor Jones and Stinchcomb drew a good one until Christmas at least.

Brother Bill Jennings went into the hospital for one reason and came out with two! . . . Now has his back in cast due to old injury—but he should be ready to weld the runners on Santa's sleigh.

A. G. Raisch Co. job on Pt. Reyes-Novato Road, weather permitting, will be close to buttoning up job this year. Some of Cunningham & Smith rigs along with Parish Bros. help out Brother Al Gerding and "Clint" Harless, active pushers, assisted by Brother "Cowboy" Powers—recently down from his ranch in the Redding area. They are also on the finishing end of paving job, weather again being prime factor, at Ignacio Housing. Still a tremendous amount of landscaping left to be done there. This Company has many other projects going around the area and in all probability will not start work on the 101 Hiway this year.

TRIES UPSIDE DOWN

The J. D. O'Connor Co. still busy in the Santa Venetia area, Brother Roy Deardorff, foreman, probably on school job in Corte Madera as this comes off press. We thought we had seen everything but this spread tops 'em all—comes down from D.W. 20's to Ferguson Fordson. . . guess it's handy for the mechanic—Brother Jimmie Hewitson—to carry his tools around.

TRUCKEE RIVER

The Claud T. Lindsay job at Ignacio Housing with Brother Ed Callison as foreman really rolling along trying hard to beat rain, might inform Brother Weissgerber probably easier to read grade right side up instead of turning rig upside down. . . only slightly bruised, we understand.

Brother Cal Earnett coming right along after his recent injury. . . reports he will be able to go shifting around the middle of December and hopes to be back on shovel in January.

Glad to see Brother L. E. Martin back on rig, now working for the A. G. Raisch. First job since he dislocated vertebrae on job early part of July.

Brother Wm. R. Anderson purchased new D-4 cat loader, contact 1174 Lewis Avenue, Vallejo. Phone 8-0368.

Mike Miller sewer job at Sonoma from Boyes Springs to Schellville Station has been making rapid progress up until now. About a thousand feet turned out to be hard clay formation which has to be shot and with houses so close to the right of way the blasting will be a ticklish job. We have fourteen members working seven days on the job with Brother L. H.

Portlock as foreman over equipment doing a fine job keeping everything in line. If weather permits the job will last about another month.

BASALT IS BUSY

Basalt Rock is installing a new plant at Napa Junction to process material for the manufacturing of Basalite Blocks. This plant will be automatic which will require four men on each shift operating around the clock. There will be four silos—80 feet high, constructed of Basalite reinforced concrete blocks with conveyor system at the bottom of each one loading to four oil and gas fired kilns. Expect Bro. Earl A. McCall to take charge upon completion. Basalt has the paving job in the Steege Housing Tract at the foot of Tennessee Street in Vallejo. . . be about 8,000 tons of base rock to put down and 5,000 tons of black top. Brothers J. W. Talbot, Barber Greene, Bob Fletcher, screed; Carlos Akin and Howard on rollers and Frank Grimaldi, blade, Henry Grimaldi doing the pushing.

Ex-brother Nelson, formerly employed by Basalt, has very fine fishing resort on the Napa River just south of Cutting's Wharf. If any brothers want some fine bass fishing, look him up—has boats and equipment for hire.

Frank Beach bought out partner Alessandrelli about two months ago. Now working in this area at Napa Junction — installing water pipe for the California Pacific Utilities which was to be a short job of three months but has since grown. . . still there and expect job will last for some time. Brother G. W. Elliott is foreman on spread.

As this goes to press Brother L. L. Oldaker changing rest homes. . . now at Marin Equipment.

SNOW DODGER

The wind and snow blew Brother Tom Hanna back in the area sooner than we had anticipated. . . now with Raisch spread on his 8.

What happened to Brother Louie Giannini this month. . . maybe he didn't move any faster than usual and the snow covered him up.

Brother Charlie Giorgi at present time working for Huntington Bros. moving with the rig to Moffett Field—long job there.

Lew Jones Const. Co., joint venturers with the A. G. Raisch Co. on Hiway 101 job in San Rafael, has started structural work on project as this goes to press.

Brother Tom Shaw back with M.P. tied up with C. M. Syar. Tom is slipping we hear — two boxes shells—no hides—no bones—wonder if it was the altitude?

Brother H. Bidenour on withdrawal card from Local No. 3, is confined to Weimar Sanatorium, Weimar, Calif. Does very beautiful leather work, has designed a billfold with Operating Engineers insignia on it. Sells for \$9. This office will accept any orders or you may contact Brother Bidenour directly at above address. Any orders would be greatly appreciated by him.

Very disappointed at response to our appeal for blood donors, although we realize all hands working, we surely expect more cooperation when rains hit. Contact this office, San Rafael 4616, and we will give you the date the next time the mobile blood bank is in this area. You or some member of your family may need this BLOOD BANK next!

"LET'S TALK TURKEY" . . . your business representatives wish to extend to each of you Thanksgiving Greetings.

An ideal sometimes becomes an ordeal after marriage.

Get going—get registered!

Reno — NEVADA-WIDE 4-LANE JOB UNDER WAY

By H. L. "CURLEY" SPENCE Business Representative

Isbell Construction Co. has started on the four-lane highway between Sparks and Vista. Bro. Bill Boegle is digging some drainage ditches. Bro. James Lambert is doing a bit of clean up work with the dozer. This is the beginning of the four-lane highway across Nevada. It will be a big help to the state.

Isbell has most of the gravel crushed for the four-lane highway job west of Elko. Most of the Isbell road building equipment is still on the Jiggs, Nev., job, but the job is nearly finished. Some of the brothers on that job are looking forward to coming to Reno to work on the Sparks to Vista job for the winter, which will be a good winter meal ticket for some of the dear brothers.

Out at Ely, Isbell has the new shop about finished. But it should be, with a good truck crane crew like Bro. W. B. "Bill" Knudson and Bro. William "Bill" McQueen. They are a good pair of "Bills."

The stripping and mining deal at Lane City and Kimberly is back to normal. Most of the brothers have had their vacations and the deer season is over. Now they can settle down for a long, tough, cold winter.

ROUND MOUNTAIN GOLD

Out at the Round Mountain Gold Dredging Corp., at Round Mountain, Nev., the engineers are going along in fine shape—digging lots of gold. Bros. Ernest J. Peterson, Jr. and Don W. Burchart have quit the gold digging game and are going into the U.S. Navy. I hate to see the brothers leaving Round Mountain because they are a couple of outstanding boys and I know all their friends in the community will miss them. But lots of luck, Ernest and Don, and come back soon. I'm sure everyone will welcome you back.

I understand Bro. Jack Dodge is going to quit the gold digging racket and confine himself to his store business and horse business. Lots of luck to you, Jack, but I don't know how the company will get along without you. Maybe with G. B. "Chi" Heideman, Stanley Doty, Frank Newman and Tony Antoniazzi left on the job, the work will get done anyway for awhile.

The Mineral Materials Co., out at Lovelock, is getting out lots of iron ore. Bro. Leo V. Sebbas is on the Northwest 80, Bro. Perry Thomsen on a cat, and Bro. H. C. "Haley" Pfeifer is on the blade. "Haley" is doing a fine job of keeping up the truck road; he is quite the blade man.

TRUCKEE RIVER

Rutherford, Incorporated, has quite a job cleaning the Truckee River channel just west of the Glendale Road bridge, near Sparks.

Wells Cargo, Inc. is well along on their highway job near Austin. Bros. Sammy McCormick and Manuel Bender are on the blades and they are doing a real smooth job. Bro. W. C. Duncan has a full-time job feeding the crusher with a TD24. Bro. R. J. Fields is real busy "monkey wrenching" and welding.

Andy Drumm has his gravel plant set just west of Hazen; crushing gravel for the two jobs near Fallon. It is rather a long haul for the gravel trucks, but that is just the way Drumm likes it. When the going gets long and tough Drumm really likes it.

Andy Duque and Carson Frazzini are back in Reno. They are doing some repairing before they move out on a land leveling job east of Eureka, Nev., on the Duckwater Ranch. Bro. Robert Wigle is the boss heavy duty repairman for Duque and Frazzini and he is doing a bang up job for them in the shop.

Get going—get registered!

FRESNO ENGINEERS DUMP MACHINISTS

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

The International Association of Machinists has lost out in another effort to encroach on the jurisdiction of Engineers on construction jobs. The Machinists recently sued for an injunction against Stewart & Nuss, Inc., to restrain the company from hiring heavy duty repairmen, members of Local Union No. 3.

Judge Conley of the Superior Court No. 2 of Fresno County handed down a decision that in effect showed historically that the operating engineers have had the classification of heavy duty repairmen over a period of years, in fact—longer than the Machinists have had a classification of heavy duty mechanic. Also the Stewart & Nuss Co. have had continuous agreements with the Operating Engineers covering heavy duty repairman. Judge Conley denied the injunction and in so doing left an opening for Stewart & Nuss Co. to hire heavy duty repairman, both on construction or in their shop, as they see fit.

Needless to say this is an important decision themselves on construction, through fair means or foul, and without regard to signed agreements of other International unions.

PINE FLAT JOB

The corps of Engineers have announced the opening of bids for the clearing of Pine Flat Reservoir. Low bid of \$609,496.00 being submitted by the Schutt Construction Co. of Genoa, Wisconsin. The work involves clearing of some 6,000 acres of brush and trees and is to be completed by October 1, 1953. This firm at the present time have no representative in the area and if they receive the job will probably start around the first of the year, according to report of Army engineers.

On Pine Flat Dam, itself, the contractors are now ahead of schedule and pouring continues at a steady pace. We have about the same number of engineers employed on the project. Most of the brothers holding tight to their jobs for the winter, consequently little turnover.

The Bureau of Reclamation has announced that the Johnson Western Co. has submitted low bid for two pumping plants and some canal and pipe line work on the Delta Mendota Canal. This job to start as soon as bids are awarded.

CASTLE FIELD AIRBASE

At Castle Field Air Base in Merced County we have several contractors all busy on this project. H. Earl Parker Co. will complete grading operations on extension of runways and parking area in about two weeks. Fred J. Early Co. who is putting in the underground fuel and water installations has Thomas Rigging Co. and the Underground Construction Co. working for them on the job. Ball, Simpson & Harms have started laying concrete on hardstands and within the next two weeks will start laying asphalt taxiways. Weather permitting this job will continue without interruptions until spring. Barrett & Hilp Co. are making excellent progress on their housing project adjacent to the field with practically all buildings framed. On this job, as sub contractors, are the Concrete Supply

Co. of Merced, putting in curbs, streets and driveways, and the McClain Company on the underground from Contra Costa.

United Concrete Pipe Co. is cleaning up their Snelling highway job and should be completed within a week. In the south end of the district about the same situation continues as previously reported, most of the construction activity there being on distribution systems with United Concrete Pipe Co., American Pipe & Construction, Concrete Conduit Co., Fred J. Early Co. doing the majority of both construction and manufacturing.

WINTER SLOW-DOWN

Practically all our mountain jobs have been shut down for the winter, however, the Forestry Service has let a three mile extension to the South Fork Chiquita Basin Road. L. C. Smith of Redding was the successful bidder. We are informed this firm will move in and try to work this winter so the road will be available for logging purposes early next summer.

On the State Hospital job south of Porterville, Nomellini Construction Co. is still busy on its contract and James I. Barnes Co. has moved in and is keeping several of the brothers busy.

Conditions generally have begun to quiet down on the usual winter slack off, consequently we have a fairly large out of work list, so would advise any of the brothers who are figuring on moving into this territory would advise them to contact us before moving in as to work possibilities.

There will be no district meeting this month in view of the meeting night falling on a holiday. Wish all the brothers and their families an enjoyable and hearty Thanksgiving dinner.

Kick in Teeth

In Detroit, 150 members of the AFL Dental Laboratory Technicians Union decided they had been kicked in the teeth long enough and resolved to put the bite on their employers. They went on strike for pay increases, paid vacations and holiday pay, after deciding not to demand free dental service.

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INDUSTRY, DEFENSE SPARK SAN JOSE

By M. G. "MICKEY" MURPHY and A. J. "BUCK" HOPE
Business Representatives, Local 3

So far, brothers, work has held up fairly well in and around the San Jose District but in the past two weeks we have had a shut-down of one of our major projects due to the fact (as we understand it) that the base material was condemned by the Navy on the Moffett Field job. It is expected, however, that operations at Atkinson's Quarry on Stevens Creek will be resumed on a three-shift basis very shortly—possibly before our report goes to press.

This will absorb the surplus that we have had on our Out-of-Work List. As we mentioned before, there is approximately \$18,000,000 worth of work in progress at the Field. There are runways, warehouses, fuel tanks and wind tunnels. CARL N. SWENSEN has started operations for the new eight foot super-sonic tunnel. This new tunnel will cost approximately \$27,000,000 and will be used for the testing of airplanes and missile models at velocities in excess of the speed of sound. Another note of interest about this tunnel is that it will have an electric drive system requiring 180,000 horsepower to operate efficiently.

NIELSEN & NIELSEN have started operations on the new \$925,000 Music Building at the San Jose State College. BUTTRESS McCLELLAND, INC., of Los Angeles, are making fast progress on the new American Can Company Warehouse on South 7th. This is rather an unique operation which consists of precast slabs (each weighing approximately 30 tons) being put in place by cranes. The two Bay City cranes are owned by BIGGE and are under the masterful operation of Brothers Joe Pierce and Lee Patters, Jr. This is just one more industry coming to town.

BARRETT & HILP are making fast progress on their O'Connor Hospital job. Also on the Half Million Dollar Engineering Building for the San Jose State College. BECHTEL CORP. have just about completed their Food Machinery Tank Job but are still well-occupied on the expansion program at Fibre Glass.

A. J. RAISCH and the LOS GATOS CONSTRUCTION COMPANY have about finished their grading and foundation work for the new Sears, Roebuck Warehouse. RAISCH, however, is still very busy on the 101 Shoulder Job south of the City. On their Maude Avenue job in Sunnyvale (approximately \$175,000) and on the Stevens Creek job to the tune of approximately \$200,000. They also have a \$175,000 paving job at Food Machinery as well. As a result of all this work, Brother Earl Dingwall, their shop superintendent, is practically working day and night to keep the equipment rolling with his competent crew of mechanics, namely, Brothers M. N. Boskovich, Bruce Myers, Carl Perry, Harold McStott, Tony Buzolich, H. Thompson, Al Coldiron and Al Mayo.

BEBEK & BRKICH have just about completed their underground work in this district and have done a good job. L. C. JENSEN also had a nice underground contract but it too will soon be completed. CHAS. DORFMAN recently was awarded a sewer job in the East Foothills. Now and then we see PESTANO from Oakland operating in this area. E. J. TOBIN grabbed off another underground job in a new subdivision in Palo Alto.

OUTLYING TERRITORY

CLEMENT COMPANY of Hayward have their Hot Plant and Gravel Pit in full operation and expect to complete their surfacing job on the new Los Gatos-Santa Cruz Highway in about 30 days. CROW BROS. are still busy on their excavating job for the San Jose Water District and expect to be there all winter with five "Cats." CAPUTO & KEEBLE are busy on their little dam job out of Los Gatos. All of these operations are in preparation for the construction of the Lexington Dam. (We hope to hear that bids will be called for on this Dam, soon).

GRANITE CONSTRUCTION

COMPANY, as usual, are keeping busy in and around Santa Cruz. LEO CARDWELL has started his subdivision work north of Santa Cruz. His Coast County job is just about completed. GRANITE have started their stripping job at Davenport with three "Cats" in operation so far. The Granite Construction Company are very busy in their two shops at Watsonville and expect to maintain a full crew throughout the winter months. Their Freedom job has slowed down on account of rain.

ED KEEBLE has completed his job on Elkhorn Slough. GRANITE has a nice job at the Presidio in Pacific Grove. They have 50,000 tons of cold mix to lay which will keep them busy for some time. DORFMAN and STOLTE are still busy on their sewer work and expect to complete it around the first of the year. Work has begun on the multi-million dollar expansion of the Monterey Naval School at Monterey.

HAAS CONSTRUCTION COMPANY of San Francisco and B. H. TANNER of Monterey are the general contractors. Brother Phil Calabrese has some equipment in operation on this project. We understand GEORGE AUGUSTA will do the paving and GRANITE will lay the sewer. GRANITE have just about complete their Carmel Valley Road Job. We understand the M. J. B. COMPANY of Stockton have a job back in Local 12's territory and are moving their equipment off their CAMP ROBERTS job.

The OIL FIELDS are about the same with the exception that there are about three or four new wells going in around KING CITY. FREDRICKSON & WATSON expect to finish their job at CHULAR in about three weeks. GEORGE AUGUSTA got a couple of nice subdivision jobs in SALINAS that will keep quite a few of the brothers busy this winter. GRANITE have completed their job at the KAISER ALUMINUM PLANT. They also expect to wind up their street work in HOLLISTER in about two weeks.

FUTURE STATE WORK

\$1,960,000 has been appropriated by the state for the new Eastshore Freeway which will extend from the San Jose-Oakland Road to the Alameda County line. This work will be done next year. There will also be some surfacing done on the Saratoga-Los Gatos Highway and on Santa Cruz Avenue in Los Gatos. \$25,000 has been allocated for grading and surfacing on State Route 5, south of Los Gatos to Black Road. In Santa Cruz County, portions of Rte. 116 from Boulder Creek to Waterman Gap will be graded and surfaced. Monterey County is to get \$1,130,000 for grading and paving 1.6 miles of Salinas Freeway from Market Street to N. Main Street.

Well, brothers, this about concludes our report for this month. In closing, we extend our sincere wishes to each of the members and his family for a VERY HAPPY THANKSGIVING.

Building Jobs Drop

An alarming drop in construction employment, despite a record high in general employment in the state of 3,533,300. Construction in September dropped 6,700 below August and 5,000 below September 1950. The drop in building jobs was considerably higher in Northern California than in Southern California.

Lead and Rubber

Supplies of both lead and rubber are becoming more plentiful and are expected to continue improving, NPA reports.

Peninsula—BIG HIGHWAY JOBS SET IN SAN MATEO

By CHET ELLIOTT,
Business Representative

The California State Highway Department has just recently allocated over \$7 million dollars for highway construction in San Mateo County for the coming year. One million to be spent on Highway No. 1 near Half Moon Bay, grading and paving the section from Frenchman's Creek around the city of Half Moon Bay south, to the new highway now being completed by the S.A.E. Construction Company. The bulk of the funds are to be spent on the Bayshore Freeway from Peninsula avenue in Burlingame to Santa Clara County and in the construction of an overpass at Third avenue and Bayshore in San Mateo.

Near the town of Pescadero, on the Baker ranch, the Jim Evans Company has a contract to build an earth fill irrigation dam. While visiting the job your representative contacted Brothers Evans, Jolly and Doolin who were industriously engaged in their work.

At La Honda the Jack Bateman Company was successful bidder on the excavation for a new district school. Brothers Dempsey, Chapman and several others are employed on this project.

The S.A.E. Construction Company of Redwood City, under the able management of Bro. J. O. Archibald and Bro. Ebricht have nearly completed the grading on Highway No. 1 at Point Lobos. Bros. Westbrook and Eitner were in charge of the supervision of this work; the paving of this section of road was subcontracted to Clements Company of Hayward and that firm is well along with the base rock and are now preparing to lay asphalt.

SHARPS PARK

Bros. Snyder, Moore and others are busily employed at Sharps Park, building streets and grading lots for the Peninsula Home Builders. This huge real estate development project extends from Highway No. 1 to the Skyline boulevard.

The California Aggregates Company at Sharps Park is operating its quarry at full capacity with a large crew of engineers supplying rock to the L. C. Smith Company for the paving of Junipero Serra Extension at San Bruno.

The Brisbane Rock Company quarry at Brisbane has changed hands and is now under the management of the Pacific Coast Aggregates. The status of the members of Local No. 3 has not changed due to the transfer of management and all hands are happily employed.

The Stoneson Company with Bro. Floyd Watson and Bro. Buzz Haskins is rapidly expanding its large real estate development project at Winston Manor and is now building streets and grading lots on both sides of Junipero Serra boulevard, at South San Francisco. Due to this expansion many members of the operating engineers are steadily employed.

The local contractors in this area, including the Workman Construction Company, Douglas & Woodhouse, Peter Sorenson, McCammon & Wunderlich, Bauman Bros., Frank Smith, Bragato Paving Company, Franch Archibald, Sperry & McCue, E. T. Haas and many others are all operating at full capacity on pipeline, grading and paving operations throughout the entire district. These combined operations keep many members of Local No. 3 steadily employed.

NPA has published a pamphlet on lubrication materials and methods to lengthen the life of machine tools. Copies of "Lubrication of Machine Tools" may be obtained by writing to Printing Services, Department of Commerce, Washington 25 D. C.

JOIN A UNION, PREACHERS TOLD —BY A PREACHER

QUINCY, Mass. (LPA). — The way to get higher pay is to unionize. That's what a preacher told the preachers here Nov. 1.

The preacher is Rev. Howard P. Weatherbee, director of public relations at the New England Baptist Hospital in Boston. Addressing the South Shore Ministers Association, he plumped for unionization, declaring "teachers have done so, university professors are protected. But the ministers are on their own and have no chance to work out an equitable pay scale."

\$1 Billion Feather River Job Planned

(Continued from Page One)

Southern end of the line would be engineering all the way, with tunnels along south slope of the mountains at San Bernardino and Redlands, a siphon across San Geronio Pass between Beaumont and Redlands, and more tunnels along eastern San Jacinto Valley. Passing north of Lake Henshaw, it would cross headwaters of the San Diego and Sweetwater rivers, then flow into a tributary of Tijuana River in San Diego County.

After serving much of the state, the water at this point would be reduced to a comparative dribble.

This project, it is estimated, will provide about a third of the water needed for the southern half of the state. Later there must be projects of similar size to bring millions of acre feet to the San Joaquin Valley, the South Coast area, and the desert area.

With Our Tax Dough

When Jess Larson, administrator of General Services, appeared before the House Appropriations Committee, he was questioned about alleged excessive inventories in some of the departmental warehouses. In reporting on "Agency A" he gave this bill of particulars: "We found that they had a supply of fluorescent light tubes that would last 93 years. We found that they had packages of ruled filler paper that would last them 168 years, at the current rate of use. We found that they had a supply of tracing cloth that would last them nine years, and loose-leaf binders enough to last them for 247 years."

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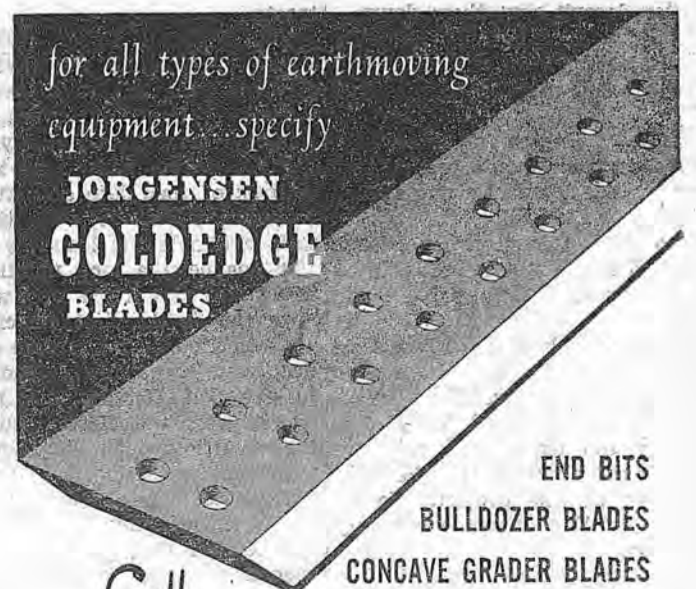
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STOCKTON BEATING OLD MAN WINTER

By ED DORAN and SPIKE CASEBOLT,
Business Representatives

The work situation in this area is on a very even keel. Weather has been good and practically all jobs are winding up on schedule. Might add that no new work is starting and none is planned to start.

The call for land levellers has tapered off, so we believe that the land levelling contractors have finally obtained the crews they want. Unless some new land leveler moves into this district shorthanded, there should not be any great demand for skinners.

Bill Eaton has moved four D8's into the Vernalis district for a couple of months' work. This should keep the brothers on the job up to the rainy season.

Elwin Delphia has started a new job near John's airport west of Patterson, using two Cobras. Bro. Bill Chase should really feel right at home on his Cobra because to our knowledge he has been on this one for the last two years. Bro. Troy Harwell is on the other Cobra on this job.

Larry and Ernie Aksland have their share of the land to be levelled in the valley. Each has added more equipment to his spread.

Frank Taylor has his rigs working on the east side of Stockton with a hundred acres more to level.

J. E. Alldrin's equipment is scattered all over the valley. Keeps Brother Bob Rackley, who is super for Alldrin, busy making the rounds just to see if the men are all present and accounted for.

STIR UP PHEASANTS

Jack Galbraith of Staring & Galbraith has two 8's working at Oakdale, and one near Tracy. Believe we will see a lot of Jack's job at Oakdale, especially next week—with pheasants flying around like blackbirds.

John Renner finished his job at San Joaquin City and has moved his cats out to the Wright Tract, which is back in the peat dirt.

Bond and Rushing keep their three rigs busy out in the Linden area. Also out near Linden is Bro. "Woody" Vest, who is doing a little land levelling as a contractor. Bro. Vest's phone number is 4-3820, in case any one can steer him onto some future work.

Piombo's job at Sonora Pass should wind up in about two weeks, providing the weather stays good. They have been doing everything except work on Sunday to get finished before the snow gets too deep, but they still won't spend the money for that double time.

Harms' job between Jamestown and Sonora is making better headway. They have moved in additional equipment and have some of our topnotch engineers on the rigs.

OLD MAN WINTER
Klein Smid Construction Co. should finish their contract by Christmas, providing Old Man Winter doesn't shut them down.

At Early Intake, T. E. Connelly expects to work all winter. It will be rough but may be they can do it.

Affiliated Engineers Contractors, Inc., from Sacramento are putting in a sewage disposal plant at Columbia for \$168,000.

The late George France was awarded a contract for \$15,000 for a parking lot at Columbia State Park.

Ralph A. Bell of Monrovia, California, was low bidder on the Cherry Valley diversion tunnel with a bid of \$474,000. This bid is entirely too cheap and we look for a good time during the construction of this project. We always have it on these excessively low bids.

Western Contractors at Los Banos have finished with the dirt moving. The job now consists of finishing levees, concrete pours and structures. They should be through by Dec. 15.

CROWS LANDING

United-Vinnell at Newman is in about the same spot. They hope to be finished with the Waste-Way by Dec. 20. This job in its final stages has been something of a headache to Local 3 and we are glad to see it finish.

Frank Marks, whose foreman is Si Rabisi, has just finished crushing all of the concrete aggregate

for Crows Landing Air Base and are looking for more work. This is a nice firm and is practically 100 per cent union.

We have had an unusually large number of injuries and accidents among the brothers this month. Let's all try to be more careful both on and off the job and cut this list down.

Bro. Theo. Mills is in the Stanislaus County Hospital at Modesto as a result of an automobile accident.

Bro. E. Edwards, a new member of our Technical Engineers, got hit on the head with a rock on the City of San Francisco job at Cherry Valley. He is out of the hospital but convalescing.

Bro. Lloyd Moore has just been reported to have broken a leg on Harms' job at Jamestown.

Bro. Ken Anderson was very painfully injured when a 900-pound plate from the rock crusher on Utah's Bear River Dam job fell on him. He is in St. Joseph's Hospital at Stockton and will be for a number of weeks.

Sympathy is extended the family of Bro. Hank Forbus, who passed away on Nov. 2 after an illness of several months.

Field Surveying Report

By AL BOARDMAN and W. V. MINAHAN, Business Representatives

On Oct. 32, 1951, the firm of Merritt, Chapman & Scott Corporation along with the Saven Construction Corporation who have a joint venture in the building of Folsom Dam, signed a collective bargaining agreement that includes the Technical Engineers classifications and gives these classifications the same conditions and recognition given all Operating Engineer classifications.

The negotiations were conducted by David E. Stinson for the contractors and Victor S. Swanson, P. E. Vandewark, Ed Park and Bill Minahan for the union. This marks the first contract reached with a major construction firm, covering the Technical Engineers' classifications. A great deal of credit should be given the officers of Local 3 and Local Union Mgr. Victor S. Swanson for the unwavering fight made to include these classifications in construction contracts.

The National Labor Relations Board election for the field employees of the Bay Area Civil Engineers & Land Surveyors Assn. was to be concluded Tuesday, Nov. 13. All ballots had to be in the mail as of that date and were to be counted Nov. 15, with the results available the same day.

It has been a long uphill fight to achieve this much, and we believe this is the first association-wide election held for these classifications. Under new amendments to the Taft-Hartley Act passed by Congress, this election qualifies the union to a union shop contract with the association.

The members at Camp Parks have been informed that their jobs will be over Dec. 15. This job has been a money-maker and we hate to see it fold! However, four of the boys have already left for Isabella Dam and we will have jobs for others in the near future.

Friends of Scotty Cruickshank will be glad to hear that he is recovering rapidly from a heart attack and is now resting easily at Fort Miley Hospital in San Francisco. If any of the brothers get a chance, he'd like to have them drop in for a visit.

Oldtimer Richard Otte is retiring from his labors at the PG&E. Best of luck to him, and happiness in the future!

Army Engineers Get \$36 Million for '52

Army Corps of Engineers has been authorized to spend over \$36 million for flood control, river and harbor construction projects in California during 1952 fiscal year. Of this amount \$24,249,000 will be spent in the Sacramento-San Joaquin River basins and \$12,095,000 in the South Pacific coastal streams.

Southern projects are \$6,085,000, Los Angeles drainage area; \$4,500,000, Whittier Narrows reservoir; \$510,000 San Diego River and Mission Bay, and \$1,000,000, San Antonio Reservoir.

Northern projects are \$3,400,000 for Cherry Valley Reservoir; \$214,000, Farmington Reservoir; \$5,870,000, Folsom reservoir; \$4,500,000, Isabella Reservoir; \$265,000, Merced County stream group; \$8,000,000, Pine Flat reservoir; and \$1,000,000 for flood control, Sacramento River.

Scrap Shortages

Both military and civilian production are threatened unless tremendous effort is made to increase the movement of scrap metal to mills and foundries, the NPA warns. While scrap is being sought in Korea and elsewhere overseas, every pound must be collected in this country, with industry as the principal source.

Boost in Aluminum

National output of aluminum is expected to increase by nearly 20 per cent over present levels, by the end of next year, NPA reports. However, the military program will take up at least half of the increase.

Sea-Going Dredge

Navy announces plans for a sea-going dredge that can be towed from one project to another. During the last war dredges were moved by loading them on floating drydocks, standard dredge hulls being too light to withstand the open sea. The new dredge will have heavier hulls, give protection for superstructure, and provide for the handling of all types such as sand, heavy gravel, coral, stone, and blasted solids.

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Work Cold Steel

American Iron and Steel Institute announces an important development whereby it is found that steel can be pushed rapidly through a die, while cold, to form cylindrical products. Giant power, new dies, and new lubricants make it possible to flow the metal rapidly, as has been done previously with softer metals. This cold extrusion gives cold worked properties to steel, saves machining, gives a smooth surface, and wastes very little metal.

NPA is proposing an order standardizing steel pipe fittings, patterned on one used during the last war. It would permit production of only 3,615 fittings, compared with 38,784 now being made.

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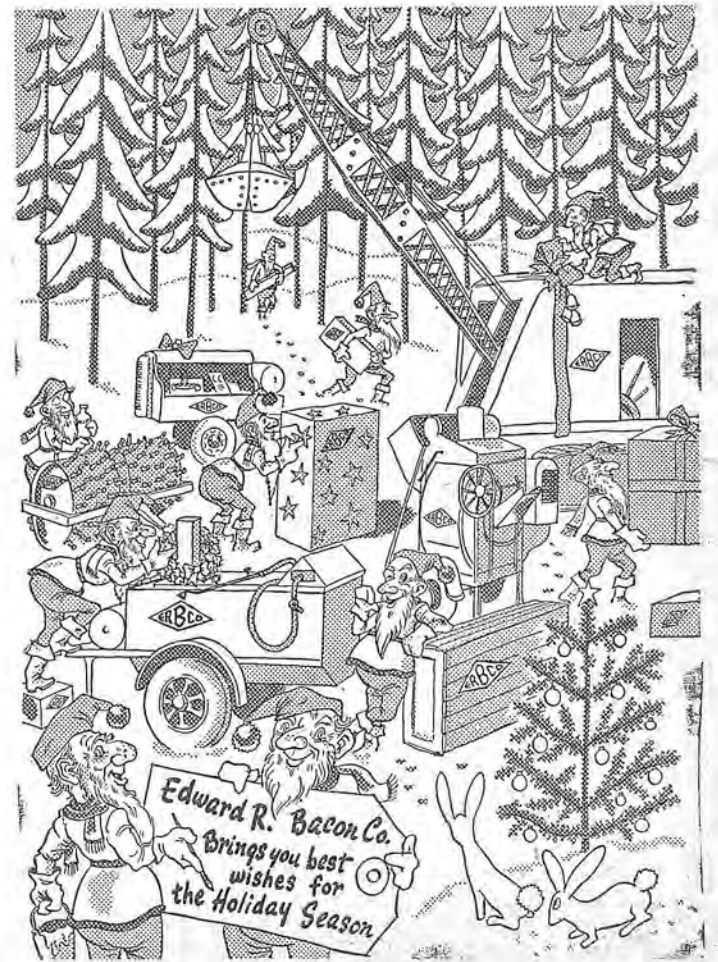
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Daily report of awards for construction

(Compiled by P. E. Vandewark)
OCTOBER 15, 1951

NOVATO, contract awarded to Ed Jarvis, 1580 MacArthur Blvd., Oakland, \$21,942 for install. mains and service lats. in Rafael Village, Ignacio.

SAN JOSE, contract awarded to Songroth Bros., 318 Sierra Vista Ave., Mountain View, \$31,891 for surf. Kifer Road, from Lawrence Station Road to Fair Oaks Ave. in Sunnyvale, SANTA CLARA COUNTY.

SAN FRANCISCO, contract awarded to Geo. R. Patterson, P.O. Box 2004, Stockton, \$493,073 for 2.796 mi. grade, drain, surf., Beegum-Peanut Road, Trinity National Forest, TRINITY and SHASTA COUNTIES.

OCTOBER 16, 1951

SACRAMENTO, contract awarded to Tublin Co., 1700 19th St., Bakersfield, \$132,905 for const. reinf. conc. box girder bridge across Mokelumne River, 4 mi. south of Jackson, AMADOR and CALAVERAS COUNTIES.

SAN JOSE, contract awarded to Chas. J. Dorfman, 124 N. LaBrea, Los Angeles, \$206,228 for const. sewers in LID No. 9.

OCTOBER 17, 1951

FRESNO, contract awarded to W. M. Lyles Co., P.O. Box 495, Avenal, \$208,901 for const. sewer and water proj., Fresno State College.

VALLEJO, contract awarded to Joseph Bettencourt, 1015 San Mateo Ave., San Bruno, \$1,471,258 for const. Dr. Benjamin Hogan Jr. High School (27 classrooms, auditorium, gym and cafeteria.)

BRISBANE, contract awarded to R. C. Downer, 1003 University Terrace, Reno, Nev., \$24,209 for improv. school yard and recreation site, adjac. to Humboldt Road and San Francisco St.

OCTOBER 18, 1951

EMERYVILLE, contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$71,457 for surf. on 45th, 47th, 64th, 67th and Hollis Station.

CHICO, contract awarded to Butte Creek Rock Co., P.O. Box 512, Chico, \$27,375 for sprinkler sys., branch lines, prep. and plant lawns, walks, fencing, etc., at Chico State College.

SAN FRANCISCO, contract awarded to J. Henry Harris, 2657 9th St., Berkeley, \$7,800 for grade and stabilize parking area at Agric. Dist.

SACRAMENTO, contracts awarded for the following: (1) ALAMEDA CO. (IV-Ala-226-A, Sln): To Lee J. Immel, P.O. Box 175, San Pablo, \$187,351 for 1.9 mi. grade, pltmx. surf., widen, etc., betw. south City Limits of Oakland and Alvarado St. (2) TUOLUMNE CO. (X-Tuo-Col. St. Pk.): To Geo. E. France, Inc., P.O. Box 831, Visalia, \$15,385 for grade, pl. imp. base matl. and bit. surf. treat. and sealcoat service roads and parking area in Columbia State Park.

SALINAS, contract awarded to Granite Const. Co., Box 900, Watsonville, \$5,592 for 2,800 sq. ft. of finished paved area, at Washington Jr. High School located on Iverson St.

MOFFETT FIELD, contract awarded to Guy F. Atkinson Co., 10 West Orange Ave., South San Francisco, \$576,262 for relocation of roads and fences at the Naval Air Station.

IONE, contract awarded to Affiliated Engineers & Contractors, Inc., Chamber of Commerce Bldg., Sacramento, \$8,969 for const. of a water pipeline on a section of Amador ditch at Preston School of Industry.

MOFFETT FIELD, contract awarded to Carl N. Swenson Co., Inc., 1095 Stockton Ave., San Jose, \$1,033,781 for const. of foundations for 8-foot supersonic wind tunnel at Moffett Field.

OCTOBER 19, 1951

SAN FRANCISCO, contract awarded (General) to Monson Bros., 475 6th St., San Francisco, \$951,846 for const. Sunnydale School.

SAN FRANCISCO, contract awarded to Lowrie Paving Co. Inc., 1755 Evans Ave., San Francisco, \$26,270 for track removal on Clement St., betw. 32nd and 33rd Aves.

and on 33rd Ave. betw. Clement and Geary St.

OAKLAND, contract awarded to Erickson, Phillips & Weisberg, 3341 Telegraph Ave., Oakland, \$201,480 for completion of "Unit B", Sewage Treatment Plant.

SACRAMENTO, contract awarded to Angelo & Frank, 3215 X St., Sacramento, \$4,762 for const. sidewalks around city plaza, I, J, 9th and 10th Sts.

OCTOBER 22, 1951

SALT LAKE CITY, UTAH, contract awarded to L. T. Johnson Const. Co., 709 Wall Ave., Ogden, Utah, \$79,365 for 4.483 mi. road-mix bitum. surf. St. Rte. No. 73, betw. Fairfield and Tooele County line, UTAH COUNTY.

EUREKA, contract awarded to A. C. Johnson, 25 6th St., Eureka, \$5,712 (Alt) for const. culvert under Myrtle Ave.

TRAVIS AIR FORCE BASE, contract awarded to Morrison-Knudsen Co. Inc., 511 W. 5th St., Los Angeles, \$184,900 for const. addns. to bulk gas and fuel storage facils., Area "A", Travis A. F. Base.

SALT LAKE CITY, UTAH, contract awarded to Parson & Fife Const. Co., Box 563, Brigham City, Utah, \$181,829 for 1.091 mi. const. 3 in. pltmx. bitum. surf. on conc. base, Riverdale-Grant Ave., WEBER COUNTY.

SACRAMENTO, contract awarded to United Concrete Pipe Corp., Box 425, Baldwin Park, \$646,206 for 3.3 mi. grade roadbed for 4-lane divided hwy., on West Sacramento Freeway, betw. Yolo Causeway and 0.8 mi. west of Tower Bridge, YOLO COUNTY.

SACRAMENTO, contracts awarded as follows: (1) CONTRA COSTA CO. (IV-C.C-107, 75A, W1C, B): To J. R. Armstrong, 400 Central, El Cerrito, \$321,818 for 3.6 mi. grade, subbase and base, and pltmx. surf., 3.5 mi. south of Danville and Concord (portions); (2) MARIPOSA CO. (X-Mpa-18-D): To Eaton & Smith, 1215 Michigan Ave., S. F., \$454,886 for 3.3 mi. pltmx. surf. on untr. rock base, and apply sealcoat, betw. 1.9 mi. north of Mariposa and Acorn Inn; (3) SOLANO CO. (X-Sol-1101): To A. G. Raisch Co., P. O. Box 458, San Rafael, \$212,591 for 1.2 mi. grade, pltmx. surf. on untr. rock base, on Broadway, betw. Neb. St. and 1.2 mi. northerly.

AGNEW, contract awarded to Brown & Krull, 1057 Cotter Way, Hayward, \$48,970 for misc. grading, paving, drainage and flood control at Agnew State Hospital, located at Agnew, SANTA CLARA COUNTY.

OCTOBER 23, 1951

SAN FRANCISCO, contract awarded to C. J. Collins Construction Co., 2166 Market St., San Francisco, \$126,267 for const. soccer field for north portion of Balboa Park, San Jose Ave. and Havelock St.

FORT BARRY, contract awarded to J. Henry Harris, 2657 9th St., Berkeley, \$39,605 for repairing roads at Fort Barry and Mendell Area.

REDWOOD CITY, contract awarded to Oakland Sewer Const. Co., 9915 Walnut St., Oakland, \$14,726 for const. sanit. and storm sewers in portions of Canyon Rd., Haring Ave. and Highland Ave.

MARTINEZ, contract awarded to Preston & Price, 1718 10th St., Berkeley, \$3,933 for const. sanit. sewers in two locations in Port Chicago, CONTRA COSTA CO.

SALINAS, contract awarded to George Augusta, 594 El Camino Real, North Salinas, \$37,390 for const. street improvements in College Park Improvement Dist.

RICHMOND, contract awarded to W. J. Noble, 1865 Lacassir Ave., Walnut Creek, \$9,367 for const. vitr. sanit. sewers in Standard Ave., betw. Castro and Contra Sts.

OCTOBER 24, 1951

SAN FRANCISCO, Contract was awarded to M. J. Lynch, 2251 Revere St., San Francisco, \$115,472 for sewerage Sunset Blvd. & 36th St., betw. Sloat Blvd. & Vicente Sts.

WOODLAND, Contract awarded to Royse & DeVriend, 327-40th, Sacramento, \$1,668 for 340' sewers & 1 manhole.

EUREKA, Contract awarded to

Mercer-Fraser Co., 2nd & Commercial Sts., Eureka, \$3,068 for resurf. 5th Street.

SACRAMENTO, Contract was awarded to McGillivray Const. Co., P.O. Box 873, Sacramento, \$6,207 for plantmix surf. storage aprons.

OCTOBER 25, 1951

EAST PALO ALTO, Contract was awarded to Workman Const. Co., 386-6th St., Menlo Park, \$1,655 for bitum. pave. & hot-mix walks at Willow & Belle Haven Schools.

SACRAMENTO, Contract was awarded to Thomas Const. Co., 4929 Hedges, Fresno, \$103,662 for 14.7 mi. grade, plantmix surf., rehab. drain. structs. & widen bridge betw. 5.8 mil. So. of Merced Co. line & 8 mi. No. of Mendota, FRESNO COUNTY.

SACRAMENTO, Contract was awarded to Frederickson & Watson Const. Co. and M & K Corp. 873 51st Avenue, Oakland, \$2,551,228 for 3.9 mi. grade, conc. pave & plantmix surf. & const. highway separation struc. on Eastshore Hwy, betw. Rte. 105 (Jackson St.) & Lewelling Blvd., ALAMEDA COUNTY.

FRESNO, Contract awarded to Kovick Bros., Const. Co., P. O. Box 1323, Fresno, \$6,181 for const. vitr. sanit. sewers in Orchard Grove Subdiv., Under R. I. 281-D.

ALBANY, Contract awarded to Lee J. Immel, 3030 San Pablo Avenue, San Pablo, \$9,000 for resurf. Portland Ave., from San Pablo to East City Limits.

MENLO PARK, Contract was awarded to E. J. Tobin, 1000 Carleton, Berkeley, \$33,032 for const. Unit 1 of storm sewer system, under Project 1951-52.

OCTOBER 26, 1951

SAN FRANCISCO, Contract was awarded to Chas L. Harney, Inc., 575 Berry St., San Francisco, \$445,987 for paving Sloat Blvd., betw. Junipero Serra Blvd. & Great Highway.

AGNEW, Contract awarded to Watkin & Sibbald, 740 Sir Francis Drake Blvd., San Anselmo, \$91,341 for landscaping & sprinkler system at Agnew State Hospital.

OCTOBER 29, 1951

OAKLAND, Contract awarded to Barrett & Hilp, 918 Harrison St., San Francisco, \$22,695 for inst. C. I. & W. S. water mains, etc., in ALAMEDA COUNTY.

MARYSVILLE, Contract awarded to H. Earl Parker, Inc., 12th & "F" Sts., Marysville, \$62,887 for const. bank protection at 3 sites along Yuba River near Marysville.

MONTEREY, Contract awarded to Haas Const. Co. & B. T. Tanner, 274 Brannan St., San Francisco, \$604,800 for const. Postgraduate School, U. S. Navy at Monterey.

OCTOBER 30, 1951

SAN JOSE, Contract awarded to Bridges Const Co., 1071 Pine Avenue, San Jose, \$1,831 for const. 2 wingwalls at Miramonte Rd. culvert, over Permanente Creek, SANTA CLARA COUNTY.

SACRAMENTO, Contract was awarded to United Concrete Pipe Corp., Box 425, Baldwin Park, \$145,913 for 0.6 mi. widen existing roadbed, const. untr. rock base & place pltmx. surf.; — const. pump. plant, betw. N. City Limits of Turlock & 0.6 mi. N.W. of STANISLAUS COUNTY.

SAN JOSE, Contract awarded to Stockton Const. Co., P.O. Box 2087, Stockton, \$39,928 for const. storm drain on Tully Road, betw. Fairgrounds & Coyote Creek, SANTA CLARA COUNTY.

SAN FRANCISCO, Contract was awarded to Eaton & Smith, 1215 Michigan Avenue, San Francisco, \$62,909 for const. track wyes & curbs, various locations.

SAN FRANCISCO, Contract was awarded to Barrett & Hilp, 918 Harrison St., San Francisco, \$86,299 for laying water mains in Sunset Dist., from Taraval & Montalvo Ave. to Moraga & 16th.

SACRAMENTO, Contract was awarded to San Francisco Water Dept., 425 Mason Street, San Francisco, \$6,068 for laying cast iron water mains in Broadway St., between Mason & Taylor Streets, & betw. Larkin & Leavenworth Sts.

MONTEREY, Contract awarded to Granite Const. Co., Box 900, Watsonville, \$36,833 for const. park-

ing areas at the Presidio of Monterey.

OCTOBER 31, 1951

SACRAMENTO, Contract was awarded to H. W. Ruby, 2851 Northrup Avenue, Sacramento, \$543,017 for const. 13 bridges & 0.9 mi. grade & apply pen. treat. to detours & brdgs. betw. Oroville Wye & 0.3 mi. S. of Chico, BUTTE COUNTY.

SAN FRANCISCO, Contract was awarded to S. & Q. Const. Co., 248 9th St., S. F. \$113,943 for const. 77x135 ft., 2-story struc. steel & conc. util. bldg. at Pier 50 Mission Rock.

VALLEJO, Contract awarded to Pipe Lining Inc., c-o American Pipe & Const. Co., Box 3428, Terminal Annex, Los Angeles, \$22,205 for clean & install cem. mortar lining in 5,275 ft. of weld. steel pipe water transmission line, from Lake Curry to Fleming Hill.

SALINAS, Contract awarded to George Augusta, 594 El Camino Real, North Salinas, \$37,390 for street improvements in College Park Improvement Dist.

SACRAMENTO, Contract was awarded to Wm. E. Thomas Const. Co., Rt. 4, Box 3400, Sacramento, \$20,277 for widening two conc. bridges on Franklin Blvd.

NOVEMBER 1, 1951

FRESNO, Contract awarded to John Grey, Rt. 1 Box 691, Fresno, \$2,662 for const. curb, gutter & walls, on S. 4th St., betw. Woodward Ave. & Braly Avenue.

SACRAMENTO, Contract was awarded to Wm. E. Thomas Const. Co., Rt. 4 Box 3400 Sacramento, \$20,277 for widen two conc. bridges on Franklin Blvd.

RIO VISTA, Contract awarded to Blake Bros., P. O. Box 1002, Richmond, \$27,922 (Quarry Rock) for levee repairs at Hotchkiss Slough & Sand Mount, near Rio Vista.

SALINAS, Contract awarded to George Augusta, Box 1545, Salinas, \$1,883 for grade & oil playground at Santa Lucia Elem. School.

NOVEMBER 2, 1951

MARYSVILLE, Contract awarded to McGillivray Const. Co., P. O. Box 873, Sacramento, \$16,653 for 0.2 mi. const. plantmix surf. (over pltmx. cem. treated base), at Twin Oaks Ave. & 0.2 mi. South of Placer County Line, in SACRAMENTO COUNTY.

VALLEJO, Contract awarded to Slinson Const. Co., P. O. Box 551, Napa, \$2,253 for improv. Everett Alley, betw. Marin & Sacramento Streets.

NOVEMBER 5, 1951

REDWOOD CITY, Contract was awarded to L. C. Smith, 1st & Railroad, San Mateo, \$3,126 for pav. playground at Clifford Elem. School.

EUREKA, Contract awarded to Humboldt Const., Inc., 125 W. 5th St., Eureka, \$12,711 for const. conc. bridge over Mad River, Co. Road 364, HUMBOLDT COUNTY.

SAN LORENZO, Contract was awarded to Williams & Burrows Inc., 10 Calif. Drive, Burlingame, \$2,912,800 for const. 118-bed hospital, north of Castro Valley.

NOVEMBER 6, 1951

SAN FRANCISCO, Contract was awarded to R. A. Bell, 901 S. Primrose St., Monrovia, \$747,750 for const. diversion tunnel & power tunnel stubs, Cherry River Proj., Stanislaus Natl. Forest, TUOLUMNE COUNTY.

SAN FRANCISCO, Contract was awarded to L. L. Jeffries, 2327

Gaynor Ave., Richmond, \$53,515 for drill & grout West Abutment, Calaveras Dam, ALAMEDA COUNTY.

SAN FRANCISCO, Contract was awarded to Michael Murphy, 303 Upper Terrace, San Francisco, \$14,590 for lay. 4" C.I. & 6" transite mains in Monterey Blvd., San Aleso to Ridgewood.

OAKLAND, Contract awarded to the Duncanson-Harrelson Co., 530 Cutting Blvd., Richmond, \$5,000 for repair RR trestle, 7th St., Unit of Outer Harbor Terminus.

PITTSBURG, Contract awarded to Eugene G. Alves, P. O. Box 950, Pittsburg, \$6,466 for surf. N. Parkside Drive betw. Railroad Ave. & West City Limits.

SANTA CLARA, Contract was awarded to Leo F. Piazza Paving Co., Route 1, Box 800, San Jose, \$22,203 for asphalt concrete surfacing on Bellamy St., between Campbell Ave. & Lincoln St.

NOVEMBER 7, 1951

SACRAMENTO, Contract was awarded to W. C. Railing, P. O., Box 651, Woodland, \$32,690 for 1 mi. pltmx. surf. roadbed on untr. rock base & apply pene. treat. to shldr., Co. Rd. 27 to 1 mi. N., loc. 4 mi. S. Woodland, YOLO COUNTY.

NAPA, Contract awarded to Geo. S. Slinson, 2255 Silverado Trail, Napa, \$3,266 for grade, pave, etc. at Westwood Elem. School.

SANTA ROSA, Contract awarded to Ferguson Bros., 8923 San Leandro St., Oakland, \$23,997 for const. of liquid petroleum air gas system at Los Guilucos School for Girls, near Santa Rosa.

SANTA ROSA, Contract awarded to Ferguson Bros., 8923 San Leandro St., Oakland, \$88,390 for const. of sewage & water project for Los Guilucos School for Girls.

TOOELE, UTAH, Contract was awarded to Ketell Const. Co., Portland, Oregon, \$3,889,000 for const. 400 units of housing at Dugway Proving Ground, Tooele, Utah, Wherry Housing Project.

TOOELE, UTAH, Contract was awarded to Richards Fairless & Assoc., 351 Union Pacific Annex, Salt Lake City, Utah, \$1,332,500 for const. 150 housing units at Deseret Chemical Depot, under Wherry Housing.

OGDEN, UTAH, Contract was awarded to Allied Const. Co., Inc., Box 1004, Idaho Falls, Idaho, \$449,775 for const. 53 housing units at Utah General Depot, under Wheezy Housing Act.

TOOELE, UTAH, Contract was awarded to Triangle Lumber Co., Idaho Falls, Idaho, \$247,920 for const. 25 housing units at Tooele Ordn. Depot, under Wherry Housing.

NOVEMBER 8, 1951

SANTA ROSA, Contracts were awarded as follows: for water mains: Montgomery Village Subdiv. 7—to Arthur B. Siri, Inc., 1357 Cleveland Avenue, Santa Rosa, \$7,764. Ninth St., betw. Wilson & Donahue Sts.—to Arthur B. Siri Inc., 1357 Cleveland Avenue, Santa Rosa, \$2,819.

REDDING, Contract awarded to Morgan Const. Co., P. O. Box 904, Redding, \$4,660 for pave. bridge approaches at Shasta Dam, 14 mi. north of Redding.

NOVEMBER 9, 1951

CORTE MADERA, Contract was awarded to J. D. O'Connor Const. Co., & Hal Nichelini, 640 Sir Francis Drake Blvd., San Rafael, \$57,900 for const. drainage ditches on school grounds in Corte Madera.

Statement of the Ownership, Management, and Circulation Required by the Act of Congress of August 24, 1912, as Amended by the Acts of March 3, 1953, and July 2, 1946 (Title 39, United States Code, Section 253)

Of Engineers News, published monthly at San Francisco, Calif., for October 1, 1951.
1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Operating Engineers, Local No. 3, 474 Valencia St., San Francisco, Calif. Editor, V. S. Swanson, 474 Valencia St., San Francisco, Calif. Managing Editor, V. S. Swanson, 474 Valencia St., San Francisco, Calif. Business Manager, V. S. Swanson, 474 Valencia St., San Francisco, Calif.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.)
Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and triweekly newspapers only.)
Victor S. Swanson (Signature of editor, publisher, business manager, or owner)
Sworn to and subscribed before me this 14th day of September, 1951. C. F. Mathews.
(SEAL) (My commission expires November 16, 1952.)

HOW CONGRESSMEN VOTED

Shown below is the record of voting in the House of Representatives on nine key issues during 1951 and the major Taft-Hartley vote in 1949. Party and district of each congressman is shown. "W" means voted wrong or paired wrong, "R" means voted right or paired right. Dash (—) means no vote or general pair. Asterisk (*) means not in office.

CALIFORNIA

		1	2	3	4	5	6	7	8	9	10
Allen (R) 7	W	W	W	W	W	W	W	W	W	W	W
Anderson (R) 8	W	W	W	W	W	W	W	W	W	W	W
Bramblett (R) 11	W	W	W	W	W	W	W	W	W	W	W
Doyle (D) 18	R	R	R	R	R	R	R	R	R	R	R
Engle (D) 2	R	R	R	R	W	R	R	R	R	R	R
Havener (D) 4	R	R	R	R	R	R	R	R	R	R	R
Hillings (R) 12	*	W	W	W	W	W	W	W	W	W	W
Hinshaw (R) 20	W	W	W	W	W	W	W	W	W	W	W
Holifield (D) 19	R	R	—	R	R	R	R	R	R	R	R
Hunter (R) 9	*	W	W	W	W	W	W	W	W	W	W
Jackson (R) 16	W	W	W	W	W	W	W	W	W	W	W
Johnson (R) 3	W	R	—	R	W	W	W	R	R	R	R
King (D) 17	R	R	R	R	R	R	R	R	R	R	R
McDonough (R) 15	W	W	W	W	W	W	W	W	W	W	W
McKinnon (D) 23	R	R	R	R	W	R	R	R	R	R	R
Miller (D) 6	R	R	—	R	R	R	R	R	R	R	R
Phillips (R) 22	W	W	W	W	W	W	W	W	W	W	W
Poulson (R) 13	W	W	W	W	W	W	W	W	W	W	W
Scudder (R) 1	W	W	W	W	W	W	W	W	W	W	W
Shelley (D) 5	*	R	R	R	R	R	R	R	R	R	R
Sheppard (D) 21	R	R	R	R	W	R	R	R	R	R	R
Werdel (R) 10	W	W	—	W	W	W	W	W	W	W	W
Yorty (D) 14	*	R	R	R	R	R	R	R	R	R	R

NEVADA

Earing (D) 1	R	R	—	R	R	R	R	R	R	R	R
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UTAH

Bosone (D) 2	R	R	R	R	W	R	R	R	R	R	R
Granger (D) 1	R	R	R	R	W	R	R	R	R	R	R

Here are the key votes:

1. Taft-Hartley, to kill the Wood bill. May 4, 1949. Passed 212 to 209. Yea is Right.
2. Rules change to give GOP-Dixiecrats power to pigeon-hole liberal bills. Jan. 3, 1951. Passed 244 to 179. Nay is Right.
3. Kill public housing. May 4, 1951. Passed 181 to 113. Nay is Right.
4. Income tax, to shift defense cost on workers. June 22, 1951. Defeated 171 to 220. Nay is Right.
5. Migrant labor, permits invasion of wage-busting Mexican labor. June 27, 1951. Passed 240 to 139. Nay is Right.
6. Refused power to regulate supply, price of meat. July 20, 1951. Passed 249 to 167. Nay is Right.
7. Price rollbacks prohibited, legalized high food prices. July 20, 1951. Passed 234 to 183. Nay is Right.
8. Speculators, forbid regulation of gambling in food markets. July 20, 1951. Passed 242 to 172. Nay is Right.
9. Defense housing, tried to kill power to regulate land speculators around defense plants. Aug. 15, 1951. Defeated 175 to 199. Nay is Right.
10. European aid, cut help needed to improve conditions abroad as best defense against Communism. Aug. 17, 1951. Passed 186 to 177. Nay is Right.

HOW SENATORS VOTED

Below is shown how our Senators voted on the key 1949 Taft-Hartley vote and nine other key issues during 1951. "W" means voted wrong or paired wrong. "R" means voted right or paired right. Dash (—) means no vote or general pair. Asterisk (*) means not in office. (1) means member of House and voted on T-H repeal, May 4, 1949.

CALIFORNIA

		1	2	3	4	5	6	7	8	9	10
Knowland (R)	W	W	W	W	W	W	W	R	—	W	W
Nixon (R)	W	1	W	R	W	W	W	R	R	W	W

NEVADA

Malone (R)	R	W	W	W	W	W	W	W	—	W	W
McCarran (D)	R	W	—	W	W	R	W	—	W	W	W

UTAH

Bennett (R)	*	W	W	W	W	W	W	W	W	W	W
Watkins (R)	W	W	—	—	—	—	W	W	W	W	W

Here are the key votes:

1. Taft-Hartley (Taft-Smith-Donnelly amendment, killing the AFL-supported Thomas bill.) No Senator who voted for this bill is a friend of labor. June 30, 1949. Passed 49 to 44. Nay is Right.
2. Troops to Europe, forced Senate permission, broke 160 years precedent, gives plans to the enemy. April 2, 1951. Passed 49 to 43. Nay is Right.
3. Schools, sought to relieve school shortage in defense areas. May 20, 1951. Defeated 35 to 41. Yea is Right.
4. Meat prices, refused power to regulate meat supply, prices. June 27, 1951. Passed 47 to 33. Nay is Right.
5. Price rollbacks prohibited, high prices legalized. June 28, 1951. Passed 49 to 33. Nay is Right.
6. Soil conservation, tried to cut needed funds. July 25, 1951. Defeated 37 to 38. Nay is Right.
7. European aid, tried to cut aid to workers abroad as best defense against Communism. Aug. 31, 1951. Defeated 31 to 41. Nay is Right.
8. European unions, give foreign aid to discourage monopolies, aid free trade unions. Aug. 31, 1951. Passed 36 to 31. Yea is Right.
9. War profits, pushed tax date up three months, let corporations dodge \$500 million in taxes. Sept. 26, 1951. Defeated 33 to 54. Yea is Right.
10. Medical school aid, to increase number of doctors—fewer are graduated now than in 1910. Oct. 4, 1951. Defeated 23 to 42. Yea is Right.

Western Building Trades Conference

(Continued from Page One)
Tentative date of its next meeting was set as Jan. 19, in Bakersfield. JURISDICTION

This western conference was the latest in a series of regional building trades meetings sponsored by the Department throughout the U.S. to bring about greater coordination of local building trades councils.

Resolving of jurisdictional disputes by regional boards, as well as under the present national setup, was called for in one resolution, and another requested mandatory affiliation with local councils by all trades unions. Other subjects among the 17 resolutions adopted were: WSB regulations, public housing, the Taft-Hartley Act, emergency materials control, FHA apartment construction, and labor political activity.

Pres. Gray and Secy. Keenan pulled no punches in their analysis of the industry's present predicament—which involves such situations as 60,000 building tradesmen out of work in New York State alone.

On the labor side of the picture, they pointed to widespread apathy by local unions and councils and lack of cooperation among them. Councils simply must be better prepared to meet the onslaught of unemployment, Gray and Keenan declared.

They praised western councils as being more on their toes but mentioned one recent example of lethargy in which only 104 out of 585 councils in the U.S. took the trouble to answer an important letter sent out by the Department on the subject of the Taft-Hartley Act.

EMPLOYERS AT FAULT

On the employer side, they pointed to the chronic shortage of building materials, chief reason for present unemployment, especially in the East, as the result of slackness by construction employers generally.

While auto, refrigerator, and other purely luxury item manufacturers are busily and effectively lobbying for materials in Washington, private building is slumping to a halt. Pres. Gray recommends formation of an industry lobby strong enough to resist raw material raids by other industries.

Labor can do this: it can help revitalize the industry by improving its own organizations, making them work closely with brother councils and with the Department, insist on local council affiliations, get full-time business agents for every council, and request members to vote in every election.

State Federation of Labor officers attended the conference. Two delegates were named from each state to make up an executive board.

Plan Bridge Approaches

State Toll Bridge Authority has received recommendations from S. F. Mayor Elmer Robinson and Oakland Mayor Clifford Rishell to refinance the Bay Bridge for \$80,000,000 and provide funds for new approaches. Under the plan, tolls will be continued indefinitely and money raised through new bond issues will be used to finance outlying approaches to the present bridge and preliminary studies for two new spans.

The money would repay \$6,600,000 for original approaches, repay \$2,150,000 advanced for second crossing studies, provide \$7,500,000 for bridge improvements, provide \$1,500,000 to bring studies on a southern crossing up to the level of those on a parallel span, provide \$50,000,000 for approaches to the present span including completion of the freeway in San Francisco and a new tube under the Oakland Estuary, and provide \$12,000,000 to retire present bonds on original bridge cost. Of the \$50,000,000 each side would get an equal amount.

Lawyer: "Now make it brief and to the point. How did the explosion occur?"

Witness: "The engineer was full and the boiler was empty."

JOBS HOLD UP WELL IN SAN FRANCISCO

By PAT CLANCY and HARRY METZ, Business Representatives, Local 3

Work in the San Francisco district has been holding up remarkably well for this time of the year, with very few members on the unemployed list.

Standard Builders have moved from the Twin Peaks job down to the vicinity of Daly City. They are going to build

University Offers Drainage Courses

A short course on drainage and drainage structures for highways, roads, and streets will be given in 13 California cities in the next few months by the University of California's Institute of Transportation and Traffic Engineering.

Topics to be studied will include elements of hydrology, flow through culverts, flow in open channels, and practical design examples.

The course in each case will consist of a total of 12 hours of instruction given on two consecutive week ends. Further information can be obtained from the Institute of Transportation and Traffic Engineering, University of California, Berkeley 4.

Beginning dates and cities where the course will be held are:

Northern area: Berkeley, Dec. 14; Eureka, Mar. 21; Fresno, Jan. 18; San Jose, April 25; Stockton, Feb. 15.

Central area: San Luis Obispo, Nov. 30.

Southern area: Bakersfield, May 9; Bishop, June 6; El Centro, Feb. 1; Los Angeles, Mar. 7; San Bernardino, April 11, and San Diego, Jan. 3.

\$34 Million for CVP

Bureau of Reclamation announces \$34,936,572 has been earmarked this year for further development of the Central Valley Project. Most of it will go for extension of distribution facilities on the Friant-Kern canal, which carries San Joaquin River water down the east side of the valley to Kern County, and for initial development of power transmission facilities on the Folsom Dam project. However, work will continue on nearly all major features of the project.

lower cost homes as they are unable to get some of the necessary materials required for the higher priced ones.

Chas. L. Harney Co., on the freeway, is proceeding a little faster than scheduled, and is keeping a number of our members busily employed.

The Metropolitan Housing Project is about finished. They have only two or three brothers working at the present time, on the elevators. Stoneson Project about the same, except for the addition of a new department store and parking area.

Fay Improvement Co. is going ahead on the Third Street rail removing project. The Morrison-Knudsen Broadway Tunnel job is proceeding on schedule. They've added a couple of mucking machine operators to their payroll since the last news report.

Engineers Ltd. Pipeline Co. has finished the small job on Third and Army Streets. Carrico & Gauthier have two or three building jobs going at the present time. Leo Epp still is busy on the job at North Point. Theo. Meyers is working on the Chinatown housing project as well as a large apartment building, yet to be finished.

AIRPORT JOBS

The new Administration Building at San Francisco Airport is getting under way. The building is to be erected by Clinton Construction Co. Pete Farish and J. O. Archibald of Redwood City have the excavating work, which is now under way and will be for another 60 days. E. T. Haas & Co. also has a digging machine working at the airport. Morse Daley Co. has the contract for the new Pilots' Building, to be constructed on the parking lot at the airport. This contract amounts to \$50,000.

Outside of routine work, chasing Emco Company, and answering members' inquiries, there is very little else to report.

Members please note OFFICIAL NOTICE regarding new hours to be maintained by the San Francisco office!

CAN YOU LEND A HELPING HAND?

Maybe you brothers don't know Bro. B. F. Bowlin, but we know him and we know what a tough fight he's putting up. Bro. Bowlin was a good operator at one time, till an almost fatal heart disease took hold of him; now he's totally disabled and can't work any more. However, he's still fighting . . . fighting to lick the disease and to provide for his family!

Those of you who attended the last meeting probably talked to him, and saw the condition he was in; you might also have helped him by buying a can of the Auto Cleaner and Polish he is selling. However, to those of you who live outside the bay area we are asking that you give Brother Bowlin a break. If you need, or can use (and who can't!) a good auto cleaner Brother Bowlin's formula sells for \$1.30 which includes mail-

ing expense. Those of you who live in the vicinity of Richmond, Calif., can pick it up for \$1 per can.

Remember, Brother Bowlin is not asking for charity. He only wants a break; and you can give it to him by ordering the polish and if you're satisfied, telling your friends about it!

Here is an order blank. Send in an order today!

MAIL ORDER BLANK

B. F. Bowlin
307 South 20th Street,
Richmond, California.

Please send me a can of your Revaluation Auto Cleaner and Polish, for which I am enclosing \$1.30.

Mail to me at the following address:

Name

Address

City or Town State

CHANGE OF ADDRESS

Date of Change Register No.

Name

New Address

(Street)

(City or Town)

(State)

Former Address