

To **MERRY CHRISTMAS!**

1947

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. FIVE, No. 12

SAN FRANCISCO, CALIF.

December 15, 1947

\$100,000,000 State Highway Outlay

Man Throws Wife's \$300 in Cash Away

Local 39 members who are always late with their dues are making it possible for their survivors to suffer additional hardship, in the matter of finances. In the event of a member's death, unpaid union dues can cause loss of the \$300 death benefit to survivors at a time when it is most needed. Members are therefore urged to get into the habit of paying dues one month ahead. Don't allow this loss to happen to your family when it can be so easily avoided!

Bids to be called soon on a new \$2 million high school at Monterey.

Salt Lake Parleys

Bros. Vic Swanson, Pat Clancy, C. F. Mathews, P. E. Vandewark, and Al Clem attended a recent meeting of the Salt Lake City unit of Local 3 to assist in preliminary steps toward re-opening of the Utah AGC agreement on January 15.

Eight new lumber mills planned for the Redding area, one of them to be one of N. California's largest. Highway jobs in that area will continue through the winter.

Are you registered to vote?

Accidents continue to claim many engineers as victims. Be sure to observe all precautions, both on the job and off!

State Approves First Plans for Big Expansions

California's greatest highway expansion in its history, designed to meet the needs of three million additional population and a huge industrial expansion, is now underway, with recent approvals bringing the program's cost for the current fiscal year to \$100,000,000.

The schedule of construction mapped out for the year up to next June under the new Collier-Burns highway act includes \$32 million for projects underway or ready to start and \$72 million recently approved, with funds becoming available after January 1. This is the first budget under the highway act, which lays plans for the next two-year period.

During the next few months, therefore, there will be a greatly-accelerated program of highway, street, county road, and bridge building getting into high gear, employing thousands of workmen. Only four counties do not have any major projects during the next two years, Sierra, Tehama, Colusa and El Dorado.

A considerable portion of the total, as usual, must be spent on acquiring rights of way, but as it now shapes up, this expenditure will result on a major step toward developing one of the finest if not the finest highway system in America.

Here are some highlights on the program, either underway or projected:

- Bayshore freeway will get \$7,400,000 in the next two years.
- South S. F. to Colma, \$1,049,000.
- South S. F. to Burlingame, \$1,083,000.
- Roy Roy to Morrissey, Santa Cruz, \$1,440,000.
- Fruitvale Ave., Oakland, \$690,000.
- Selma, \$615,000.
- Mariposa road south of Stockton to Calaveras river, \$1,500,000.
- Navarro river bridge, Mendocino, \$395,000.
- Klamath river bridge at Weitchpec, \$387,000.
- Camp Lowe to Bailey hill, grading, Siskiyou county, \$798,000.
- Sacramento river bridge at Redding, \$630,000.
- Rattlesnake creek to Grass Valley, Nevada county, \$420,000.

OFFICIAL NOTICE TO MEMBERS

ARE YOUR DUES PAID FOR OCTOBER, NOVEMBER AND DECEMBER, 1947? Fourth quarter dues become delinquent on January 1st, 1948, and if payment is not received before January 10th, members are automatically suspended for non-payment of dues! DON'T LET THIS HAPPEN TO YOU—CHECK YOUR MEMBERSHIP CARD AND SEE THAT YOU ARE NOT IN ARREARS!

Dues payable by the quarter:—

Local No. 3 (@ \$5.00 per month)	\$15.00
Local No. 3-A (@ \$4.00 per month)	12.00
No. 3-B, No. 3-C	
Local 3-D (@ \$3.00 per month)	9.00

TO OUR EMPLOYERS



As we look back on the year's accomplishments, it is with a feeling of pride and friendship that we can say our relations have been sincere and constructive and we have attained much to the mutual advantage of both labor and management. The basis for this achievement is a standing policy built up by both union and employer through many years of association, in which capable, efficient work is produced in return for a cooperative, understanding attitude on the part of management.

We face a year which holds promise of great new levels of production and expansion for the growing west. It marks the 100th year of California's state history, a fitting milestone for the unprecedented but deserving progress now being made in California and sister states of the West. Together we can move to greater prosperity and higher living standards for all, and in that spirit the members and officers of Engineers Local Union 3 and 39 extend THE VERY BEST IN SEASON'S GREETINGS TO OUR EMPLOYERS.

TO OUR MEMBERS



There is probably no organization of workingmen anywhere in the world in which there is a deeper spirit of fraternity and comradeship than that existing in our I.U.O.E. This is goodwill and good fellowship of a nature that all men would do well to emulate to provide the structure and framework for a lasting world-wide peace. The season's slogan of "Peace on Earth, Goodwill to Men" we therefore adopt as especially appropriate for exchange among our members.

In that spirit we will go into the new year working together for better wages, hours and conditions, a larger, stronger union and co-operative effort for a better, fuller life for all. The officers and representatives of Engineers Local Unions 3 and 39 wish to state that it is a pleasant responsibility to represent a membership as unified and cooperative as ours, and to express the hope for its continuance and the wish to one and all of you, from Guam to Arabia, from Brazil to Alaska, a Merry Christmas and a very Happy New Year!

Veterans' information

By JOSEPH RILEY

Business Representative, Local 3

It has been reliably estimated that private construction is only building one-third of the annual need, and only about one-ninth of the annual rental need. Public housing can only serve a very small segment of the people in dire need under the modest program planned.

G.I. LOANS GO TO SMALL PERCENTAGE

Only 6 World War II veterans out of every 100 have received home loans under the G.I. bill, while only two vets out of every thousand have obtained farm loans through the same provision, VA revealed this week.

VA's statement showing the trend of these loans in various sections of the country backed up a recent survey which indicated that more than half of the Veterans of World War II have received no benefits whatsoever from the G.I. bill.

Veterans of the west coast area have the highest percentage of home loans, with a record of one G.I. home loan for every ten vets.

It was announced recently that 500 surplus buildings at Camp Beale would be put up for sale after the first of the year. These units would be sold to veterans to house themselves and their families. File immediately with your county service officers. A certified or photostatic copy of discharge must be presented on application.

VA ANNOUNCES NEW HOME INSPECTION PLAN

In a move aimed at improving the quality of veterans newly built homes, Veterans Administration announced inauguration of a plan for VA inspection of the houses while they are under construction.

The plan provides for a pre-construction appraisal of "reasonable value" for G.I. loan purposes, based upon complete plans and specifications, and for a minimum of three interim inspections as the work advances to assure adherence to the standards agreed upon.

Applicable to new home developments of five or more family units, VA said the new procedure is designed to insure completion in accordance with plans and specifications of such houses where it is contemplated that sales to veterans will be financed with the aid of Government-guaranteed loans under the G.I. bill. The plan is optionally available to builders, lenders, and sponsors of such projects.

An advantage to builders and those financing these housing developments is that they receive a definite commitment as to "reasonable value" in advance of construction, providing only that the homes are completed according to plans and specifications. The commitment will remain valid for a specified period—usually predicated upon the probable length of time necessary to complete construction.

MORE EQUITABLE

Heretofore, such a definite VA commitment as to the maximum price for which the house could be sold to a veteran upon completion was available only where an individual veteran applied for a construction loan. In such cases, it usually has been the responsibility of the lender to have such inspections made as he deemed necessary and to certify that the work has been satisfactorily completed.

Another feature of the new procedure is to more equitable system of assessment and payment of fees for the services of the appraisers and inspectors assigned by VA.

The appraisals will be made, as in the past, by a committee of VA designated appraisers, two or more, units in the project. However, the appraisal fee will be paid by the builder, lender or sponsor of the development and may not be charged to subsequent veteran purchases of homes in the project.

MORE APPRAISERS

For the inspection work, VA's rosters of fee appraisers will be augmented by the addition of

architects, contractors and engineers, and assignments to make the VA inspections will be made from these rosters. Fees for this service are borne initially by the builder, lender or sponsor, but a proportionate share of this cost may be charged against each veteran who may later buy a home in the development with a VA-guaranteed loan.

Preliminary plans have already been made to put the plan in operation in California, Arizona, Nevada and Hawaii, according to Arnold A. Wilken, chief of Loan Guarantee Division, VA Branch 12. Qualified fee basis inspectors are being added to the VA's panel of appraisers.

By inaugurating the new inspection service, VA for the first time is assuming directly the function of assuring proper construction—from planning stage to completion—of houses built for sale to veterans with G. I. loan financing. VA made it clear that the agency is not accepting this responsibility lightly, stressing in its instructions to the field office that the "procedure carries with it grave implications."

VA inspections will not be required in connection with work supervised by the Federal Housing Administration.

Provision is made for temporary continuation of previous VA regulations in the case of project where construction has already started.

Thereafter, VA said, definite certificates of reasonable value for G.I. loan purposes will be issued in connection with such housing developments only where the VA system of appraisal and inspection is agreed upon before construction starts. Otherwise, the resulting houses will be appraised only as completed dwellings.

SF Groups Demand South Bay Bridge

More than 300 organizations of the San Francisco Bay region have gone on record with a demand for the earliest possible beginning of construction of a second Bay crossing from Army Street.

The demand was crystallized by representatives of the organizations at a meeting attended by more than 900 persons in San Francisco's Larkin Hall recently. The meeting was called by the California Toll Bridge Authority to ask the War Department "immediately" for permission to build the southerly crossing.

The audience cheered for several minutes when a speaker suggested that a motor caravan be sent to Sacramento to impress Gov. Earl Warren with Bay area sentiment in opposition to the state-proposed span which would parallel the present bridge.

In a statement read in his absence, Mayor-Elect Elmer E. Robinson of San Francisco warned against a "stalemate" and promised his incoming administration would firmly support the southern crossing.

Fred Cox of Hayward, chairman of the committee for a southern crossing, said present traffic congestion in downtown San Francisco and Oakland cannot be reduced "by providing means for greater congestion."

Officials of both AFL and CIO unions also pledged support of the southern as against the parallel crossing.

Construction work is expected to absorb a good many engineers through the winter months.

Throw Wealthy Farmers Out of Senate, is Aim

San Francisco—California AFL unions are responding overwhelmingly to the opening of the 1948 campaign by the State Federation of Labor designed to re-apportion the state's cow-county senate and defeat all legislators who favored the vicious Taft-Hartley law.

The campaign gets under way with the drive for several hundred thousand signatures needed to get the reapportionment issue on the ballot.

To finance this program, the State Federation is asking a per capita contribution from all state AFL unions. The response thus far has been excellent and should continue until it is completely representative, according to Pres. John Shelley and Secy. Neil Haggerty.

BRO. SWANSON AIDS
Bro. Victor Swanson, Local 3 business manager, who is one of the San Francisco district vice-presidents of the Federation, has been actively assisting preliminary work by the state executive board on this important drive.

That phase of the drive dealing with anti-union legislators will be carried out in the form of an educational campaign covering the state with the purpose of informing union membership and the public in general as to the attitudes of those congressmen and senators who committed themselves against labor by voting for the labor-busting Taft-Hartley law.

BRING BACK DEMOCRACY
To bring democracy into California's legislative halls is the purpose of the reapportionment effort. The states' assembly is now representative of all the people, these legislators being elected by districts arranged according to population totals. Senators, however, are elected by counties, and one county with a few hundred people gets a senator while another with several hundred thousand people gets only one senator.

Reapportionment would provide for election of senators by population districts. It would give labor a more just representation in the senate and change this body from its present status of wealthy, labor-hating farmers into a more democratically elected assemblage.

Engineers everywhere are urged to support the petition drive to the fullest.

Temperature, Jobs Drop

The early cold snap hitting the of men off jobs either by choice or necessity and they are coming mountain areas has knocked a lot into valley and coastal cities to swell the out of work list. With a great amount of highway, bridge, and general construction work on the books for the entire area, however, the tendency will probably be for more work to continue through the winter than normal, with good weather periods taken advantage of fully by contractors.

Register at Union

Oakland members of the union can register themselves to vote at the coming spring elections by merely walking into the union office, where a deputy registrar is now located. All members should avail themselves of this opportunity, if they are not registered voters. Those in other districts can get registered at the city hall or other announced locations of registrars. Make sure you are registered!

The shortest distance between high prices and low wages is the breadline.

Report of last meeting

The meeting was called to order at 8:10 p.m., President Clancy presiding. Roll call showed all officers present. There were approximately 150 members present.

A synopsis of the Regular Meeting minutes of November 1 read and by motion approved as read.

The minutes of the Special Meeting held in Salt Lake City, Utah, on November 23 read and by motion approved as read.

A synopsis of the Executive Board minutes of November 12 and of December 3 read and the acts and recommendations of the Board were by motion approved as read.

A letter of thanks was received from the Fire and Police Campaign Committee for the support of the Union in endorsing Charter Amendment No. 11. Received and filed.

A letter of thanks was received from the Sunny Hills Orphanage and Farm and from the Sacramento City and County Youth Services Committee, for contributions. Received and filed.

Cards of thanks were received from Helen S. Lewis and Mrs. Lillian Carlson and family. Received and filed.

The following resolution was read as the second and final reading:

RESOLUTION

RESOLVED: That from this day forth no person is authorized to act, or is to be deemed to be authorized to act, for or on behalf of this Local Union for the purposes of collective bargaining, handling of grievances or economic action, except the Manager and any other person authorized by the Manager in writing, and said person shall be and is hereby required to display said authority when requested.

It was regularly moved and seconded that the resolution be adopted as the second and final reading. Carried unanimously.

The following resolution was read as the second and final reading:

RESOLUTION

RESOLVED: That from this day forth no shop or job steward has any authority whatsoever to suggest, request, direct or command any member of this Local Union to do or to refrain from doing any act whatsoever and no member may be disciplined by this Local Union for doing or failing to do any act whatsoever by reason of any suggestion, request, direction or command of any shop or job steward, and

BE IT FURTHER RESOLVED: That the duties of all shop or job stewards shall be and they are hereby expressly limited to observing the conduct of the shop or job, as the case may be, and receiving reports of and investigating grievances and reporting the same to the office of this Local Union.

It was regularly moved and seconded that this resolution be adopted as the second and final reading. Carried unanimously.

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

The following members were reported ill: Bros. Emil Selzle, Ray C. Anderson, Reed Rudy, Fred H. Jackson, Walter Freylach, Jimmy Zunino, Buford Wycoff, Clarence Wilson, J. E. Windham, R. G. Cazier, Jack T. Woodall, Donald Blair, G. Bergquist, George R. Stevens, Harold H. Harper, George Perry, Kenneth McGaha, Patrick Donohue, Irvin Cavanaugh, Harley Davidson, George Howard, John Louis Watt, E. W. Foulger, Victor M. Woodard, H. C. Todd, Paul L. Young, R. W. Stoll, Leonard Kendall, J. W. Watters, Charles Craft, James E. Chism, Julius Cable, Hooley Gonzales, H. D. Reiners, Sr., J. E. Ray, Walter R. McGary, Carl Gomes, Arthur Chrisman.

The following members were reported deceased: Bros. E. P. Barns, Clarence R. Wilson, H. L. Lehmann, Ted Darling, E. D. Carlson, Dugan Lewis, Phil Bleakmore, John Gibson.

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

There was a general discussion had on various subjects under the Good of the Order.

There being no further business, the meeting adjourned.

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

Morse Supports Security for Various Groups

WASHINGTON — Protection of social security act would be extended to domestic and agricultural workers and employees of states and municipalities under a new bill, S. 1768, introduced Nov. 20 by Sen. Wayne Morse (R., Ore.).

Social security coverage would be made optional for the individual worker in those categories, Morse said, and would thus avoid the criticism of enemies of compulsory social security. He said he thought it unjust for some people to be covered while others are denied protection.

The amendments he offers, said Morse, "can be considered only as a stop-gap to correct some of the most glaring inadequacies of the present law pending a complete overhauling and revision to eliminate all of its discriminatory features."

The House ways and means committee held long hearings in 1946 aimed at revising the law, with labor and liberal groups pushing for increased benefits and coverage of excluded workers. But the 80th Congress sidetracked action in favor of the tax slash for the rich as planned in HR. 1 by Rep. Harold Knutson (R., Minn.).

Sacramento Growth

With the ship channel and port facilities now approved for Sacramento, industries are rolling in. First big project is a \$14 million plant by Newsom Kraft Corp.

Accident Toll In Japan High

TOKYO — An average of 2,000 Japanese workers have been killed annually in industrial accidents during recent years and about 40,000 have been injured seriously, according to an estimate by a Ministry of Labor official. Highest casualties are in the coal mines, where one out of every four workers is killed or injured annually. Next most dangerous profession is railroading, which killed 338 workers in 1946.

Salt Lake Oil Jobs

Standard Oil will build a \$5 million pipeline from Rangley, Colo., to Salt Lake City and a \$5 million refinery in the latter city, work to start next spring. Utah Oil Co. will expand its Salt Lake refinery at a cost of \$2½ million.

Strip-teasers are now "covered" by the State Unemployment Compensation law in New Jersey, according to a ruling of the N.J. Supreme Court. What remains now is for the stripping of workers' paychecks by high living costs to be covered.

ENGINEERS' NEWS

Managing Editor, V. S. SWANSON
Published Each Month by Local Union No. 3 of the International Union of Operating Engineers
Northern California, Northern Nevada, State of Utah
Office 1095 Market St., San Francisco, California
Subscription Price: \$2.50 per year
Mail all news items in to editor not later than the 5th of each month.
Entered as Second Class Matter September 9, 1943, at the Postoffice at San Francisco, California, under the Act of August 24, 1912.

SAND PITS, SUBDIVISIONS AND CONSTRUCTION KEEPING SAN JOSE MEMBERS BUSY

By M. G. MURPHY

Business Representative, Local 3

San Jose—Well, brothers, this little territory of one hundred and sixty-four miles in length has been holding up quite well in the last year. We haven't had a vast number of jobs in the excavating business, but we have managed to keep most everybody in this locality busy. Our success, I am sure, is partly due to the co-operation of the other near-by Engineers' offices and representatives. Our quarries, ready-mix, gravel plants and sand plants have been maintaining a steady flow of production in the last year and, naturally, when building material is in such great demand there must be a place made for it, and the engineer does just that.

There is still a great deal of sub-division work being done as well as new homes being built in San Jose, Campbell, Saratoga, Los Altos, Los Gatos, Sunnyvale, Mountain View Palo Alto and other hamlets and, much to our delight, all our local contractors are busy and employing men. As I said before, however, there is no real big stuff.

G.E. IS BIG JOB

Our largest job under operation here at the present time is the General Electric Plant, which is being done by Earl W. Heple. He has about seven or eight pieces of equipment in operation. All manned by "Old Timers" and characters such as Charley Steele, Ernie Graft, Johnny Regallo, Albert Depew, R. M. Paris, J. Foster and Si Ribisi as "Pusher". On different occasions, they also use a couple of rollers and a truck-rane or two. Si says it will take a couple of months or so to complete the grading. This G.E. project covers about 52 acres on 101 Highway, South.

J. C. Bateman Company is about 50 percent complete on their big job for the Fibre Glass Company at Santa Clara. This plant does not cover the acreage that General Electric does, but there will be considerable work on it for our men such as steel erecting, hoisting, ditch work, etc. The J. C. Bateman Company are also quite busy with their many other jobs here and there, and manage to maintain a steady crew of about 16 or 18 engineers.

Gresham Construction Company are still working hard on the Kaufman Meat Company plant on Berryessa Road, which is a pre-cast concrete job, and I must say they have a very unique system for handling and curing the two-ton reinforced concrete slabs.

This system first originated in Philadelphia, Penn., and it consists of a crawler crane and a vacuum machine which creates about 30 pounds on the gauge and nozzles. A frame is placed on the smooth surface of the slab on which the vacuum is applied, and up she comes.

Incidentally, the vacuum machine operator is none other than the "Old Time" Billy Solden, who says he has pumped air, compressed air, and given out a lot of hot air, but this is the first time that he has ever decompressed air, or run one of those "Sucker Machines". Jimmie Dollard and Gene Spain have the tough job of running the crane on this job, and Earl Schoonover is construction superintendent. Many of the old timers should remember Earl who during the war built so much at Joshua Hendy for MacDonald & Kahn.

Pacific Pipeline has moved in on a fair job at Milpitas and have brought along their old crew, consisting of Bovet, T. Carter, R. C. Richeson, H. Gibbons and W. J. Horr.

SANTA CRUZ

I would like to let all the brothers know one thing in particular in regards to this town and that is **KEEP OFF THAT SANTA CRUZ CITY WHARF** as the Pledrivers' Union and Engineers' Union, Local 33, have a picket line there. Reason, the city is repairing the wharf and are not paying the prevailing scale on the job.

Heple has started pouring concrete for the foundations on their bridge job at Aptos and at pres-

ent Keeble is still clearing right-of-way. So far only three "Cats" are being used and it looks as if it will be sometime yet before they do much excavating on this job. I believe I mentioned in my last article, that Granite was supplying the concrete for this particular and specific job.

Pacific Pipe are still working in and around this area for the Coast Counties, laying gas lines to supply the increased demand.

WATSONVILLE

Watsonville has been dormant for the last few weeks with the exception of the Telephone Job which is being done by MacDonald, Young (Pete Young) & Nelson. Granite as usual has a few small jobs going and has maintained a near average of 50 engineers employed through the past year. Larry Karsted, who has been so busy all summer long, land-leveling, ditch cleaning, and excavating on new sub-divisions, has felt a little slack due to the winter, I presume, and at present has most of his equipment in the yard and ready for the winter overhaul.

SALINAS

This little town has shown some activity by the way of sub-division work and new streets and sewers, and land-leveling. Granite Construction seem to be doing most of the work in and around here on construction with the exception of one ditch job. Stolte is doing that.

X. Carrithers keeps about seven or eight of our engineers busy levelling land, and George Augusta employs about four or five men continuously on this type of work, also. There is very little work south of Salinas. King City has a few land-leveling jobs—one by Davis & Swartz. They employ about six engineers and are operating near the airport. Western Engineering & Construction Company from Sacramento with a couple of "Pulls" and two "Cats" are also doing some land-leveling. Below King City it is dead.

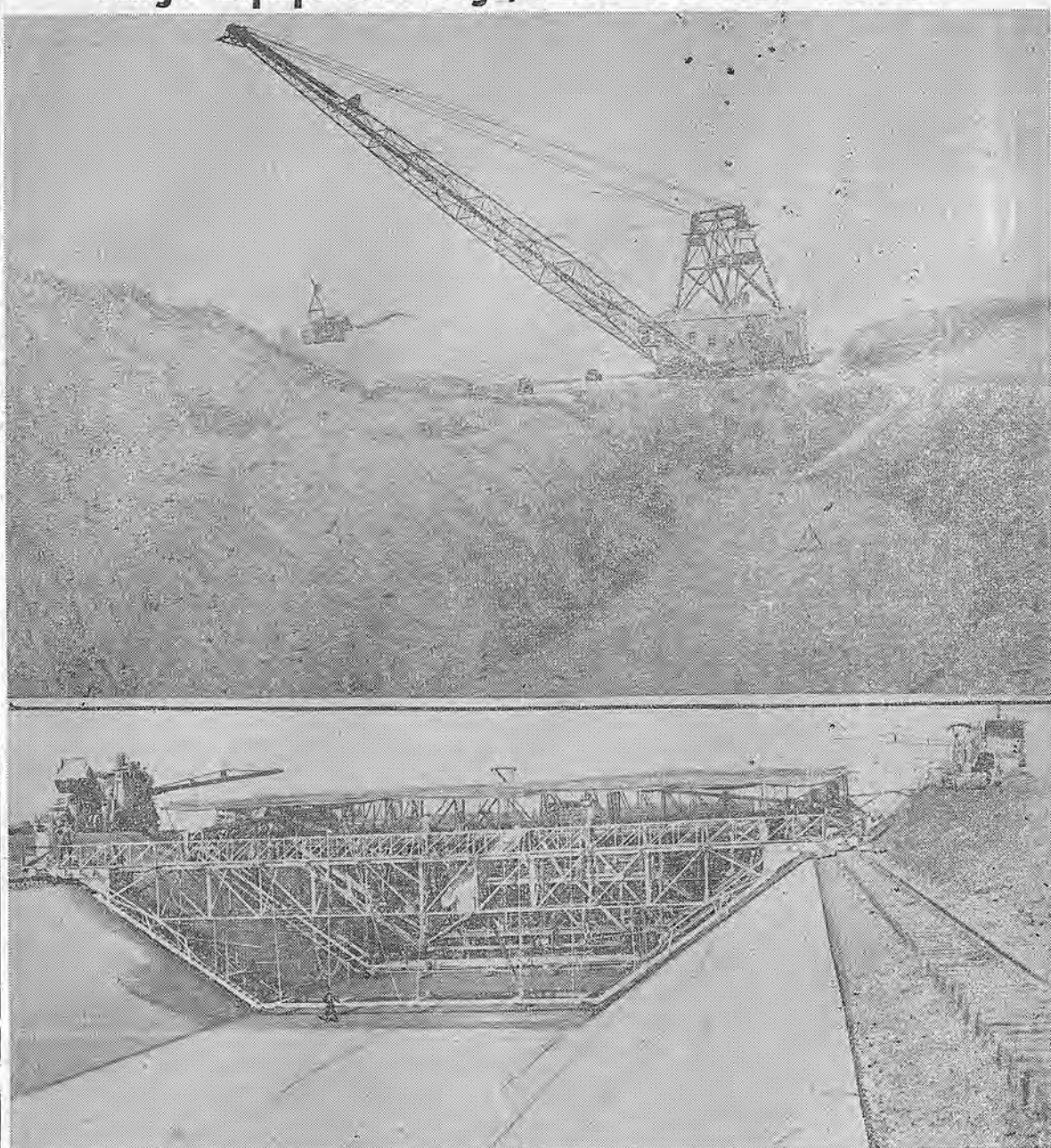
NATIVIDAD

The Permanente Quarry is running full blast and maintaining a full crew of "Old Timers," namely, Brothers A. C. Edwards, L. W. Bartelbaugh, Norman Hurler, E. H. Schnaible, P. J. Murphy, and Allen Bell, as Foreman, and Art Rich (on withdrawal card) as plant superintendent, and Cecil Mossier, superintendent of maintenance. This plant produces building lime, fertilizer mix, dead-burn, dolomite which is used in open hearth furnaces (most of it goes to Fontana and Geneva for processing steel).

MONTEREY

Granite Construction Company have the excavating on the new Junior College. They were just starting at this writing, and Brothers Les Ball and Bill Allen are breaking ground. More equipment will soon be added—C. T. Kurkland is the "super". Bids are soon to be called for on a new \$2,000,000 high school, adjoining this project. I understand, after the first of the year, the Navy is going to be very much present in this locality and they have made arrangements to have about 40 or 50 planes stationed at this base. Monterey Sand, Pratteco and Lapis are still running to full capacity. M. J. Murphy, local contractor, is still maintaining a steady business and is managing to keep about six or seven of the brothers busy. Calabrese & Martin are still keeping on the run trying to catch up their back-log. There are many more little jobs in this territory, too numerous to mention, here.

Huge Equipment Digs, Lines 100-foot Canals



Shown above is some of the largest equipment of its kind, at work on the Central Valley Project's Delta-Mendota Canal west of Tracy. In the upper picture is the 800-ton dragline which moves under its own power on a pontoon walker system. Size of the piece can be realized by comparing it with the tiny automobiles under the boom. The boom is 200 feet long and lifts a bucket with a nine-cubic-yard capacity. When the boom is shortened to 165 feet the capacity is increased by four cubic yards. The dragline was assembled in 45 days at Tracy.

In the lower picture is another record-breaking piece of equipment, the huge concrete lining machine that has completed many miles of canal at the project. It has been averaging 862 feet of concrete work in an eight-hour shift. The canal is 101 feet across at the top, 48 feet across the bottom, and is 17.4 feet deep. H. H. Everest, Sr. is the contractor on the project, which includes a 13-mile stretch from Patterson to Vernalis, which was due for completion by the first of this month.

News of San Jose Brothers

Turkey-eating-time is here once again and, before I forget, I wish to extend to each and every member, and his family, A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR. I know I'm going to get my fill of turkey and I hope all of you do the same. Brother Robert C. Kurtyak has decided to see a little of the world. He is leaving for Okinawa where he will be employed by Guy Atkinson & Jones.

Brother Jefferson D. Cecil of Rye Tractor has been laid up for quite some time due to a serious foot injury. Brother Rudy Clay, an old timer with J. C. Bateman, was rushed to the hospital recently where he underwent an operation as the result of a kidney ailment. Brother Clay is now recuperating at home. Brothers Chas. Craft and Harold Fricke are also recuperating at home. They were injured recently in an automobile accident.

It is with deep regret that I announce the death of Brother Leonard G. Kendall, who passed away December 2nd. Brother Kendall was ill with a severe heart ailment for several months prior to his demise. He will be greatly missed by his brother members. Brother Frank Sinnott, ditch-digging operator and contractor, has been confined to his home for a couple of months on account of illness. Brother L. R. Croxen, who is now with C. J. Holzmüller in San Francisco, paid us a visit recently.

Brother Harley Davidson was injured quite seriously a week or so ago while on his way to work. The Littlejohn Bridge on the old San Jose road collapsed while he and another party (both in light trucks) were crossing it. They were dumped 60 feet into the stream bed below. Brother Davidson was the only one injured. His face was cut, a rib or two broken and he was pretty badly bruised and shaken up. At present he is at the Santa Cruz Hospital, but I imagine by the time this goes to press, he will have gone home.

Brother Delbert Armer, an old time "Skinner", has taken up a new vocation—trying to make bad boys good. He's a guard at the Soledad State Honor Farm. Many of the brothers in this territory, or who have worked in this territory, were acquainted with Brother Kelly Edwards, business agent for the Teamsters' Union, and will be sorry to hear that Brother Edwards passed away recently after a short illness. Brother Edwards will be greatly missed by Labor.

Brother Ted Shade, who is now in the service station business in Castroville with Bob Silva, has been confined to his home with a very serious intestinal ailment. Best of luck for a speedy recovery, Ted. Ted would like to hear from some of his old friends. Brothers, if you have any idea of building yourselves a home, first contact Brother Fran Bell. I'm sure he could put you straight on all the drawbacks, and ins and outs of home-building. Nough said. Just received a nice note from Brother C. D. Gill in Saudi Arabia. Says he is not too enthused about the climate, but his pay is pretty good, and he intends to stick it out (the job) not his chin. Brother U. M. Harris, who has been with Union Paving for some time, received serious injuries recently while operating on the Hot Plant at Belmont. On last report, Brother Harris is recovering about as well as can be expected considering the nature of his injuries.

Hobbies Pay Off

Marysville members of Local 3 have hobbies which are interesting as well as profitable. Here are samples: Bro. "Smiley" Campbell's garden, featuring luxurious chrysanthemums, Bro. George Wilbur's five acres of oranges at Oroville, and Bro. McFarlane's miniature reproductions of stage coaches, clipper ships, etc.

Nevada's Wintry Weather Cools Off Men and Jobs

By H. L. SPENCE

Representative, Local 3

Reno—In the last issue of the Engineers' News there was a slight misprint—"the Isbell Construction Co. got an extension on their mine job instead of an extension on a big road job." At present The Great Isbell Construction Company has three shovels working days, three nights, on the big job at Kimberly, Nevada. There are about 53 members from the Operating Engineers, Local No. 3, on the job. Everything seems to be very peaceful most of the time on the job. The work around Reno for Isbell Construction Co. is a bit slow but most of the brothers seem to keep busy doing odd jobs in Reno and working around the shop. The Isbell Construction Co. is very good to their men—they keep them doing something most of the winter, and sometimes the winters are tough up here.

Dodge Construction Co. has shut down most of their highway jobs up in Local 3's area of Nevada and have taken all of their good men down south to Las Vegas for the winter. I am sure the dear brothers will enjoy the nice warm weather and the southern Nevada hospitality down Las Vegas way. However, I hope they do not like it too well, for I would like to see them back in the northern part of the state of Nevada in the spring, for they are all good fellows and friends of mine and I hate to see them go too far south.

HIGHWAY 50 JOB

Andy Drumm was awarded the job on Highway No. 50 in White Pine County, State of Nevada, from Mungeson Ranch to a distance of 15 miles east—a real nice job for Andy. But I don't think Andy will do very much on the job this winter. (Continued on Page 8)

MORE MEN THAN JOBS IN SACRAMENTO DISTRICT--BIG PORT PROJECTS ANNOUNCED

By FRANK A. LAWRENCE
Representative, Local 3

Sacramento—Work is somewhat slow in the Sacramento area and we have quite an out of work list at the present time but the coming year holds the promise of many large projects for this district.

The first dividends from the deep water channel were realized the other day when the Newsom Kraft Corporation of California announced their intention to build a 14 million dollar plant here. It will be one of the largest of its kind in the world and will employ from 750 to 1000 workers when completed. Besides having rail and water transportation at its door the plant will have access to three billion feet of timber to the north and east of Sacramento for its basic raw material. K. K. Newsom, engineer, president and general manager of the concern, says construction is to be started in April.

START SHIP CHANNEL

Spokesmen for the local office of the Army Engineers Corps, announced that test drilling on the route of the proposed deep water channel will be started in about a month. This will be part of a preparatory planning intended to permit the start of actual construction when money is available.

The State budget for the new year included \$2,300,000 for the new underpass at Roseville. It is expected that work can be started some time in early spring. Also on the State budget are funds for realignment on Highway 50 from White Rock to Mills and funds for a smaller project near Sloughhouse on the Jackson road.

The College of Agriculture at Davis has been authorized by the State to spend \$8½ million on new buildings and improvements, and some of this work is underway at the present time.

DONNER PASS JOB

H. E. Parker Co. were again low bidders on a highway job near Donner Summit and it is expected they will be awarded the contract this time. They were low bidders on the same job once before but all bids were rejected and the job was readvertised. At any rate, there is too much snow up there for any work to be done this time of the year.

A. Tiechert and Son picked up a small levee job and we hope this will provide work through the winter for the boys on their payroll. The Peter L. Ferry levee job still rolls along with about a million yards to go. This job was reorganized and Bro. Jack Rutherford is now the superintendent. Jack has a good bunch of boys working for him. Brothers J. C. Tredennick, Dick Cooper and Whitey Crisler are in charge of the cat spreads. Brothers Geo. McFadden, Pat Downey, Wayne Selby, and Johnnie Walling are over the pulls, euclids, mechanics and laborers, respectively.

BRIDGE, LEVEE JOBS

Fredrickson Bros. have their job underway at Grass Valley but only three members there at the present time. Bro. Keeler in charge and Bros. Pete Connor and Ross Berry on the cats. It will be a month or two before there will be much activity on this job.

The steel finally arrived for the bridge on the Auburn-Placerville road and Bros. Leonard Wans, D. L. Minnich, R. J. Otto, Harry Welch and Pete Ekberg are all helping to set it in place. On the bridge job down at Three-Mile Slough the low bid of \$524,914 was submitted by Judson Pacific and Murphy. Fredrickson and Watson received the steel for their underpass at Auburn and Bros. C. R. Hubbard and E. Lackey came up from Oakland on a Moore Drydock rig to set it. Also up from Oakland were Bros. H. Pipher and Geo. Bartle on Spears Wells street planes. They worked in Placerville for a short time then came down here to take some of the bumps out of our streets.

H. E. Parker has just about wound up the levee job he had on Ryer Island. Last time we were

through there only foreman Bro. W. L. Brown and Bro. Bowers on the cat and Bro. Boatwright on the blade were left. Over on the C. M. Syar job at Vacaville we found Bro. Tom Shaw in charge of the street work in the new subdivision there.

FROM THE ISLANDS

Bro. Bert Sharp just back from Okinawa was in the office the other day. Spent over a year on the island working for Atkinson and Jones and says he saved his money so doesn't have to worry this winter. We hear from Bro. Ed Weller over in Manila quite often. Ed is on his second contract and enjoys life in the islands.

We wish to extend our deep sympathy to the family of the late Bro. Ted Darling, who passed away Nov. 14, 1947, in Grass Valley. Ted had been employed on the Chas. T. Brown job at Scotts Flat and leaves behind many friends.

MEMBERS INJURED

Our wishes for speedy recoveries go to Bros. Russell Hutchinson, who dropped an iron bar on his foot and will be laid up for about three months. To Bro. Alfred Skjold who was hurt in an accident and is now in the Mercy Hospital. To Bro. Robt. Gwyn who has been on the sick list since July. To Bro. Ray Bishop who had to return to the hospital for another operation on his shoulder.

Our wishes for success go to Bro. Fred Wagner, who is in the leveling business. He has a small tractor of his own and can be reached at Sacramento 9-1407. To Bro. M. R. McWilliams who also has small rigs of his own and is in the leveling business. Can be reached at Fair Oaks 240-R.

SEASON'S GREETINGS

In closing, Frank Lawrence, Ed Park and Parkie Moore extend from the Sacramento office their wishes for a very happy Christmas and a prosperous New Year to all members, their families, and friends.

Six Rules for Avoiding Colds

The cause of colds is unknown and there are no known cures or preventives, according to the United State Public Health Service. But you can lessen your chances of taking cold by observing six rules.

These rules, as set forth by the Public Health Service, are:

1. Avoid people with colds whenever possible.
2. Wash your hands often, especially before eating and after touching a person sick with a cold.
3. Avoid chilling and wet feet. Change to dry clothing quickly after exposure to inclement weather.
4. Eat well-balanced meals. A good diet should include milk and fats, plenty of green vegetables, fruit, and some meat or meat substitutes.
5. Get plenty of rest. Children need more sleep than do grownups.
6. Keep your room well ventilated. A healthful room temperature is not higher than 68 to 70 degrees and bedrooms should be even cooler.

Bridge Collapses

Bro. Harley Davidson, San Jose member of Local 3, was injured recently when the Littlejohn Bridge on the old San Jose road collapsed, dumping two light trucks to the stream bed 60 feet below. Bro. Davidson suffered a broken rib, cuts, and bruises, and driver of the other truck was injured.

Annual Seasonal Slowdown for San Rafael Area

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

San Rafael—Lyle D. Hopper, long-time nut buster with A. G. Raisch, has bought in with the B & G Auto Service, at 820 Second St., San Rafael. They do body work, repair, paint and general service. He guarantees to please the Local No. 3 boys.

Our smiling shovel runner, Don Smith, dropped in from a recent fishing trip from the river of the same name, and brought in a few forty pound salmon, which your business representative says were excellently flavored.

Bro. John Dillon, in the Napa area, is taking on a few Cats, and is spreading into the land leveling business in various areas.

Paul Straub and Al Moretti, who have been building dams in the vicinity of Petaluma for the water conservation set-up, have about wound up for the winter.

Bro. F. W. Zachary, formerly with the Marin Gravel Company at Pt. Reyes, has taken over the Texaco service station at Red Hill and Sir Francis Drake Blvd. He says to tell the members to come in and listen to his cash register ring.

Bro. Norman Pierce has now branched out on excavating and grading in the Santa Rosa area. Says you get a much better job than what you pay for. His telephone number is Santa Rosa 1794-J, and his home is at 671 Doyle Park. Norman is the brother of the famous W. A. Pierce, who is constantly employed by various contractors who need a good pusher.

LAKE COUNTY JOBS

Bro. Les Crane, up Healdsburg way, reports the majority of his equipment working at logging or anything else that comes his way.

Bros. Oldham and Bullard have their Bay City in the Clear Lake area, and are busy all of the time, with lots of work ahead. The same goes for Hastings and Brunt, although each are on their own at the present time, and doing nicely, thank you.

Bro. H. G. "Red" Mercer is now assisting Bro. Mel Stoddard, each with an end to complete for Morrison & Knudsen on the Lake County job. With fair weather continuing, this job should be finished as this comes from the press. This job is being supervised by Bro. Jimmy Christman.

On the last trip your representative made to this project, we found them loading rocks bigger than the Cans that were hauling them. It has really been a rugged venture, and we feel sure that all parties concerned will be pleased to see this job completed, providing they can ever find enough dirt to cover up.

Bro. Fred Jensen, popular contractor in this area, continues to be plagued by bad luck, the latest being the fire and explosion in his yard, causing severe property damage and the loss of his oil distributor. Fred was fortunate not to have suffered any personal injury.

Bro. Steve Zapetini, with his shop at 1112 Second Street, San Rafael, employs a few members of Local 3, and they keep a good deal of equipment from going sour in this area.

PIPELINE JOBS

Art Siri has finished his Fort Bragg job, which was under the supervision of Bud Perdue, and has returned to the Santa Rosa area, where he is scattered from hell to breakfast.

The Van Valkenberg pipeline venture, from Rector Dam to Yountville, employs a small crew, who seem to be making good progress.

Pacific Pipe Line Co. have 18 miles of their 36" pipe tested and in the ditch, leaving them two more miles to go, but they have an additional job of a few miles of 36 inch and 800 feet of 24 inch pipe on the spillway from the equalizing reservoir at Napa. This project is the pet baby of George

JOBS DROP IN VALLEY AREA UNTIL SPRING AS RECLAM. BUREAU RUNS OUT OF MONEY

By H. T. PETERSEN and G. LYNN MOORE,
Representatives, Local 3

Fresno—The Bureau of Reclamation sent letters to all contractors on Friant Kern Canal notifying them that after November 30 no funds would be available for continuation of work on these jobs and Congress was being requested to make a supplemental appropriation in order for the work to be completed.

As a result of this, approximately 450 engineers were laid off. Through the Building Trades Council and the Chamber of Commerce, this office has been in contact with our California senators and representatives, and through the efforts of Representative Gearhart of this District, a joint meeting of the Senate-House Appropriations Sub-Committee has been held. The outcome of the meeting is that an investigation will be made into the affairs of the Bureau of Reclamation to see whether they might have money from other sources available for continuing the Central Valley Project. All in all it looks to me as though there may be a possibility these jobs may be shut down until March or April. Some of the boys are already on the move, however, at the present time we have about 500 engineers on the out of work list. However, we do have other work coming up in the near future that will ease the situation in this district.

State Highway Department will advertise this month approximately eight miles of highway from Herndon Bridge north to Arcola School. This job should run about \$1,000,000.

HIGHWAY JOBS

Army Engineers will let an additional 11 miles of road on the Pine Flat project some time in January and there is a possibility that the flood control projects out of Merced will be bid in the near future. This job comprises a series of dams, what is known as the Merced Streams group, and will be under the direction of the Army Engineers.

Gunner Company have about completed their Fresno job, but have nine miles of hot stuff to lay at Poplar, California. They expect to start this week.

N. M. Ball is making very good progress on the Kingsburg-Selma highway job. They are using a string of cobras and eucs for import work.

Downer Co., Kovich Bros., W. M. Lyles Co., Pacific Pipe Co., and Valley Trenching Co. are all keeping their crews busy on sewer work and pipe lines throughout the district.

PINE FLAT DAM

Slinson, who has subbed a great part to Parish Bros. of Benicia, who are about finished on the reservoir site. If Parish Bros. remain long enough in Benicia, this town will be well paved. With other ventures, they keep a good sized crew busy at all times.

E. E. Lowell has cleaned up, buttoned up and pulled out of the town of Santa Rosa. He has a few minor projects in Vallejo, but is figuring on closing the gate and going duck hunting, and calling it a successful season.

Bro. M. E. "Red" Tavvener, who took too many jolts from too many volts a few months back, has returned to work for John Rocca in this area. Red lost a hand and several toes in the jolt from the volts; but does a hell of a good job with one hand, according to his employer.

De Lucca & Son have a large housing project in this territory, and have been keeping several brothers busy all winter with long hours, trying to keep levelled out ahead of the buildings.

Weather permitting, all local contractors should keep reasonably busy, but as is customary at this time of the year, there are several men on the out of work list.

BEST WISHES TO ALL!

December has rolled around again, and so in closing, I would like to wish every one of you a Merry Christmas, with lots of luck—and plenty of work—in the New Year.

Piombo Bros. will finish their contracts about the 15th of January on Pine Flat Dam project. As soon as the by-pass road is completed, Earl Parker will be able to move in and start their contract for the excavation of the north abutment on the Pine Flat Dam project.

Sharp & Fellows have moved into the old Piedra quarry. Will mill some 400,000 tons ballast rock for the Santa Fe Railroad. Expect to get started within the next ten days.

Brother Troy Johnson has gone into business for himself, having opened a combination heavy duty repair and welding shop at Pine-dale. He will appreciate any work the brothers may throw his way.

Sure surprised to meet our old friend and brother, Herman Albrecht. He and his wife are operating Denny's place at Snelling. Any of the brothers who happen to be up that way might stop in and say hello.

There will be no meeting this month, inasmuch as the regular meeting date falls on Christmas. May we take this opportunity in wishing all our members and friends a Merry Christmas—Pete, Lynn and Jo (Fresno office).

Labor Dept. Book Aids in Preparing Bargaining Contracts

WASHINGTON—The U.S. Labor Dept. has issued another in its series of booklets illustrating collective bargaining contract clauses for the guidance of company and union negotiators. The latest covers apprentices and learners.

Forming one chapter for the revised edition of Bulletin 686 entitled Union Agreement Provisions, originally printed in 1942, the booklet suggests clauses covering classroom instruction, length of training, admission to journeyman status, pay rates, seniority status and layoff.

Copies are available at Bureau of Labor Statistics, Labor Dept., Washington 25, D.C.

Union Consciousness Developing in Japan

TOKYO—Union consciousness is really spreading in Japan. Twenty-seven judges in Kyushu, Japan's southernmost island, have formed themselves into a committee to press their demand for a wage increase. Pointing out that nine judges and four prosecutors have quit their jobs within the last year because of low pay, the judges are calling on all their colleagues to join with them.

Still Up in the Air

Our Dream House is out in the suburbs. With room for our children to play, There's plenty of fresh air and green grass, And the sunshine is lovely all day. But till prices are down, in our dreaming Is just where our Dream House will stay.

—E. J. BRININ, PM.

Santa Cruz Wharf Hot

If you have had any ideas about fishing or boating from Santa Cruz wharf, forget them for the present, San Jose Local 3 office recommends. Reason: the wharf is being picketed by Piledrivers and Engineers because the city is repairing the wharf at less than the prevailing scale.

NEWS FROM THE STOCKTON AREA

THE PITS KEEP BOYS BUSY

By ED. DORAN and RENNY BURROUGHS
Business Representatives, Local 3

Stockton—The sand and gravel business in this area is developing fast. This year's end will see the Santa Fe Sand and Gravel Company of Modesto run by Joe Ruddy with the new plant half completed on the Stanislaus River near Empire.

Also on the Stanislaus, Brothers Mel and Harris Johnson will have their new plaster sand plant producing during the month of January. This plant is working one of the finest deposits of pure plaster sand in the country and supplies Putman Sand & Gravel in Modesto.

RIVER JOBS

On the Tuolumne River, Halcrin Hammet Company have a fine modern drag scraper plant producing plaster sand and "fines." It's an Irishman's hideout with Brothers H. T. Dooley and I. W. Carson getting along swell with the biggest Irishman of them all—Mr. Fredricks, the superintendent. Up river from them, the Santa Fe Sand and Gravel are still operating the old Rice Brothers plant which Brothers Prough, Clint Coon and Bill Nelson have lately been pushing to top capacity.

Across the road from them Putman Sand and Gravel continues to pour out the road rock and concrete batch by the thousands of tons. Brother Pat Green still presides over their two-yard drag line and Granny Hall perches like an eagle in the new crusher house, too far above the ground to climb more than once a day so they have given him a nice new telephone system all over the pit.

At Oakdale up the river several miles, Wallace Materials have their new octopus-like plant operating full blast with a newly installed double drum hoist and drag scraper of Art Wallace's own design. Brothers Clarence Gadbury, Ferretti and Wallace have a gold raffle in this wash plant but claim that the land owner keeps it locked—why, they don't know!

TRACY BOYS BUSY

Over at Tracy, P.C.A. has at last got their feed belts full with a fleet of three brand new cobras and a Deight push cat. Abandoning draglines and shovels, they have put in a new feed pump and dump across the belt and the cobras are moving about five times as much dirt as the two draglines were. Brother Tony Maenz is pit boss for the cobras with Brothers Gil Machado, Les Nedrow, Maurice Willett, Harold Mueller and H. Strikes on the crew. The big plant is really pouring out the material with Brother "Hap" Freichs on the locomotive moving out full cars as fast as Frank Souza's plant can fill them. All the old gang from the abandoned Corral Hollow Plant are down at this Kerlinger plant now and the whole operation is strung out on an efficient basis, thanks to plant manager, Earl Williams, and Production Manager Jess Kaufman. We understand that P.C.A. may put a string of cobras in at their Elliot plant on the basis of the success of this operation.

Tracy Sand and Gravel have just added another crusher to their string with M.J.B. Construction Co.'s pulls in stripping this pit, it looks as if Brothers Ken Richardson and Hap Arbuthnot can keep their draglines "in high" for a good year in 1948. Vince Green keeps the crushers rolling smoothly and Brother Bill Floyd keeps the equipment in top shape.

Neither the Pereira nor the Frank Marks Tracy pits are in active production now, but at Crows Landing, Frank Marks crew is busy stockpiling for a big season next year. Jack Thomas and Jake Smith are the old-timers here ably assisted by two new Engineers, Brothers Dominguez and Matlock.

DIATOMACEOUS PIT

About eight miles west of the Marks Plant, Dio-Chromato, Inc., of Modesto are stripping a deposit of diatomaceous earth sixty feet deep and three miles long on the Simon Newman property. The actual stripping and plant opera-

tions is in charge of Diatomaceous Earth Products Company headed by Tony Sruby, formerly of Teichert's, and Arnold Mireault. This is the only northern California deposit of this material which is used for insulation, lightweight aggregates, industrial uses and a fertilizer base.

STOCKTON SEWER

On the million dollar Stockton South Sewer Plant, Barrett & Hill are conferring with Teichert on the excavation end of the job and by the time this is published, we hope these two worthies will have agreed and Teichert's crew hard at the excavation for the plant.

M.J.B. Construction Company have figured on starting initial phases of their Stockton Freeway job about January 1, 1948. As low bidders at \$1,390,000, they will handle the fill and excavation and Lord & Bishop have a structure sub. Similar to their Mossdale road job on Highway 50 last year the main excavation will probably be done with pulls. At the present time, Brother Henry Linkert has the M.J.B.'s pulls out at George French's pit.

PAVING, SEWER JOBS

Karl Harmeling has finished his job at Twin Harte above Sonora and the Ritchie boys, Ed. and Jack, and Syd Armstrong are now back in civilization getting ready to pave the Wallace D. Harkins subdivision in Tracy. Also we can expect Brothers Lloyd and "C.E." Herring down from the Winton Lumber Company job with Kaul's other two cats as the snows begin.

Hoagland-Findlay have completed all but a few details on the Tracy Sewer plant. A little pipe work when the pipe is available will put the job on ice. Brother Oma Dowell is the only Engineer still on the job and Superintendent Daniels says that Oma is going back to Los Angeles "where they don't have those white Christmases."

S. M. Giles have the Tracy Hospital ready to begin framing up the walls. Their Bank job in Tracy is in about the same stage with Standard Materials of Modesto furnishing the mixer and aggregate. Giles is also putting in gates on the Everest Canal job.

DELTA SCHOOLS

Bill Young is also spread out over miscellaneous construction jobs and his regular delta work. Brothers "Okie" Millard, Arthur Layman, Tom Sevedge are among his present crew. Young has just sold his hoe as prices on hoe work in the Delta have been cut to prices that no longer make it profitable for him to operate it, he says.

In Modesto, Standard Materials have completed their Modesto High School job and are doing miscellaneous paving jobs about town as well as considerable work out at the Shell Experimental Farm at Salida. The Greener brothers, Art and Rex, are still maintains with the outfit as are Lloyd Thompson and M. P. Williams on the shop and Herman Stooksbury on the plant. The entire crew is a bunch of good Engineers and one of the steadiest working gangs in the business.

Munn and Perkins are doing patch jobs and lots around town waiting for another season. We have run into Brothers Martin Madewell, Ragon Fisher, C. R. Parker, "Shorty" Caldwell, Ed Brooks and Lewis Gillum, lately, all working on small jobs.

PIPELINES, IRON PLANT

The Smith Trenching Company headed by Brother C. R. Smith and ably assisted by Brothers E. B. and A. F. Sahlman, have just completed an 18-mile gas main job in Ceres. A good job and good Engineers.

The Lenkert Company with Brothers Ted Porter, Jim Clark, and Ernie Hopperstedt may have completed their job on the sewer line at Modesto by this printing. They were working right in among the salmon fishermen on the Stanislaus River and its likely that the brothers had plenty of salmon to eat.

Talbot Iron Works have just

erected a new plant on the Empire Road out of Modesto. Mr. Pulse, the Superintendent says that they intend to go into the erecting end of steel fabrication, also and are making a deal for one of Hoagland's homemade cranes. Brother Warren Mantz did the hoisting on this job.

McDonald, Young, and Nelson have the Modesto Telephone Building just about sealed in and are completing pouring the top floors. It is a race to see whether they can finish up there before they must have a hoist across the street on their Montgomery Ward building job. On our last visit Charlie Prinzen, superintendent there, spent ten minutes praising Harvel Gilbert, our Hoisting Engineers, for his safety record.

LAND-LEVELING

Two contractors are finishing small jobs on the Westside. John Delphis of Patterson whose operators we have just signed up for land leveling and construction work has just moved his cats off the Canal onto cattle and sheep dam work in the adjacent coast range hills and onto landleveling at Vernalis. Joe Ruddy has a few more days for his hot plant over back of the Vernalis Air Base, to finish his last important surfacing job for the year—and just in time, too, with the rains about ready to start.

Lord and Bishop will complete their Mossdale Bridge job by January first. Fredrickson & Watson on the Ripon Bridge, are pouring the deck with Brothers Bennie Bowman and John Therkelson on the crane.

We have had three visiting contractors in this area this month. The Condick Company brought in their crane to move timbers for the Canal Structures at Westley. Brothers Jim Cummings and Dick Platt were the crew. At Grayson, Sandgrath Brothers of Mountain View brought in a land leveling spread with Brothers Orville Unruh, Stanley Rush, and "Mud" Carlotta. W. R. Ballinger and Son brought a truck crane into the Wininger and Selby job at the Ripon Nestle's plant. Brother Paul Edgecomb, whom we haven't seen since he erected a conveyor at Flotill Cannery, was operator and Paul Flory, his oiler.

STREETS, ROADS

Beerman and Jones at Jamestown have been busy all summer. Their Twin Harte job is just finished and they are devoting themselves to smaller winter jobs. On our trip up there, we entered Sonora over their widening job onto Main Street and it was a wonderful improvement over the old narrow winding roadway. Also, we found Brother Jim Poor on a blade down at Tuolumne. Brother George Morrisson is still going strong up at the plant on the shovel.

Al Biasotti is making good their promise to keep the Mt. Ranch job open as long as possible. Employing about ten Engineers, the job appears to be on schedule. In Stockton, Biasotti has kept equipment busy out at Mayson's State Hospital job doing backfill and excavation work.

Stockton Construction Company has employed several more Engineers this last month in an attempt to push out a lot of work and are now on schedule again on their sewer work. They are not leaving much open ditch behind them, keeping a weatherwise eye on the clouds.

Claude Kenworthy is happy with his two new jeeps with caterpillar engines and 9-yard carryalls—they are really moving dirt with his cat string out on Linden Road. Brothers Walt Penny and Paul Krueger are operating them.

DREDGE, LEVEE JOBS

Montgomery and Baxter are still on the Mapco Ranch on Maze Road on the San Joaquin River west of Modesto. A day and a night crew are pushing hard to complete the job on time and get to considerable work that is waiting for them. Buck Howard's pulls are still going strong for these boys.

Lee Bond has moved his landlevelers south to the sand around Manteca and Escalon. Al Rider

and Leo Fallman have both ordered operators recently for land-leveling jobs they are starting on Staten Island delta.

The Simpson Brothers, Pat and Babe, operating as the California Dredging Company, have their dredge off of Venice Island on levee work. They have been hurrying to get the deck all housed in before winter.

Don DaRoz, an A.G.C. member, who has had the Soule Steel Agency in this area, has teamed up with a local real estate man, Lyn Ribal, to handle Soule Steel buildings and a general contracting business in Santa Cruz and Monterey, and will close his office here.

Brother Tom Coven has been seriously ill the last three weeks in the Isolation ward at the French Camp General Hospital with tubercular spinal meningitis. He is recovering satisfactorily. Only a tough Engineer could survive that and we wish him well.

COUNTY VICTORY

One of the most interesting projects that the Engineers have had in this area has been to obtain from the San Joaquin County Board of Supervisors a written declaration of policy on the county road work to be done with money made available by the Collier Act.

To have approximately half a million dollars to spend for country road in 1948 in this county and then to have the Supervisors spend much of it for equipment and do what work they could with the balance, using county maintenance workers, would crowd the Engineers of Local No. 3 out of much work that should be theirs.

So we have contacted the Supervisors and pointed out the illegality of some of their actions and inadvisability of certain other actions. Now the Board has it under consideration and we have every reason to believe that we shall soon have their written assurance that they will use this half million dollars to buy road with, not to put the County in the contracting business and to attempt to use maintenance workers for new construction work.

BOYS OVERSEAS

This office has had several good letters from brothers on foreign jobs—the last from R. J. Diaz, with Bechtel in Arabia. He has been working on a 22-inch pipeline, 65 miles long on the Persian Gulf and will soon be on a 30-inch pipeline, 1100 miles long from the Persian Gulf to the Mediterranean Sea. He flew over via Newfoundland, Lisbon, Madrid, Algiers, Tunis and Palestine. We think the veils have got him bothered over there for he fails to mention women which is unusual.

Brothers Marion Beebe, Harrison Wilson, Ross Stevens, "Choo Choo" Train and others have been figuring out who "Miss Hush" on the radio is and the \$22,000 prizes has been sent several times around the Stockton office. Good luck, boys!

Brothers L. D. Peterson and Gordon Lewis have been Stockton's Santa Claus, decorating the city for Christmas on Gould's truck crane. The job has been well done and leaves us all at the Stockton office wishing you a very Merry Christmas!!!!

YOUR 1948 JOB

For a Happy and Prosperous New Year, brother members...

... THAT DEPENDS ON YOU and the voting public at large. Labor negotiates for wages and conditions, not in the old free all style, but as a matter of law at the present time. Therefore, we must register and vote for lawmakers that will make laws enabling labor to bargain to its best advantage. The Engineers are a construction union and the major work for us to do in the years immediately ahead of us will be public works, roads, canals, sewers, pipelines, etc. Public money for this work will be spent by lawmakers we elect. For steady work we must have people in our government that will appropriate the money and lay out the projects to keep us working in a constructive and consistent manner. REGISTER and VOTE.

PLEADS FOR AID PLAN



The fate of the Marshall plan and the foreign aid program will depend on how the reactionary Republican Congress reacts to President Truman's speech for the renewal of price and allocation controls. Truman contended that products in short supply should be rationed. Immediately, Senator Robert Taft (R., Ohio) and other GOP leaders attacked the proposals as a "political maneuver."

BUY UNITED STATES BONDS

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 Compressors - Pumps - Ball & Roller Bearings - Rock Drills
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NEVADA'S WINTRY WEATHER COOLS OFF MEN AND JOBS

(Continued from Page 3)

ter for the weather gets a bit rough for road work in that part of Nevada. But come Spring, and he will go to town in a big way. One thing I can do is look forward to a good place to eat next Suring in Andy's camp. Andy has a few rigs leveling land out around Lovelock, Nevada. Andy keeps most of his boys working through the winter or gives them a few bucks, for he is very free with his dough. The boys tell me that he is good for a ten or twenty spot most any time in the winter months.

John Powers and John DeLagrange are doing quite a lot of work in and around Reno—all of their crew is busy. Most of the boys are back from Oregon. I think their one shovel crew is to arrive soon. They have a large job at Inyokern, California, and they are getting ready to move down. I guess some of their key men will be going to sunny California for the winter. Lots of luck to the company and the dear brothers that are lucky enough to get to go.

Earl Games has lots of work now. I see his rigs around Reno and vicinity digging basements, backfills, and what have you. Earl's outfit is getting to be a rather large outfit. More power to you, Earl.

COLD WEATHER HERE

George Miller is doing a lot of ditch work around Reno. I think the gang will be in from his Battle Mountain job soon for it is getting most too cold for the boys out there.

Hunt & Frandsen have finished out at their mine job north of Dunphy, Nevada. Most of their equipment is in the Elko, Nevada, yard and shop, and it has John and Ding Turner pretty crowded for they are doing some repairing. Brother Richard Z. Hunt is loading ore at Dunphy, Nev. It is a tough job for Brother Hunt but maybe he can take it for a while.

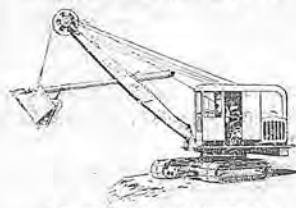
Brother A. C. (Jimmy) Blair was in the Reno office to say "hello" — he had just returned from Okinawa. He seemed to be well pleased with the trip and job. He was the super over the cat spread. Brother Vernon (Bud) Ross took over Brother Blair's job when he came back to Nevada. Lots of luck to you, Bud.

Brother James C. Spangler has taken over the Richfield station and repair shop on the east end of Battle Mountain. If any of the brothers are going through or live there, stop in and get some of the fine service that James puts out. It is good service, for I was there.

Valley Jobs Drop

Jobs for Local 3 members and other tradesmen have dropped off considerably in the central valley area, from Fresno to Redding, with big shutdowns at Keswick, Friant, and Shasta projects and other re-trenchment by the Bureau of Reclamation due to shortage of funds. About 450 engineers were knocked off on the Friant Kern Canal. About 500 in all crafts were laid off in the Shasta-Keswick area.

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HIGHWAY, LEVEE WORK, CHIEF JOBS AT MARYSVILLE--DAM WORK WAITS 'TILL SPRING

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

Marysville—Hec Morisetti is the new general super for McGilvray Construction Co. at Live Oak. Your business representative knew Hec when he had work in the Reno district and found him very co-operative with the Local 3 office at all times. We are glad to see Hec once more. He left Reno as a Lt. J. G. in the Seebees and came home last year as a three-stripe full commander.

Van Valkenburgh lost a lot of open ditch on their job due to the heavy rains and are going full blast once more. They nearly had a shooting scrape on the job. They cut a farmer's access road in two and the farmer got out his 12-gauge shotgun and made Brother Chuck Stewart fill the crossing up. Chuck said his heart was making more noise than his cat was at the time and he was sweating even though it was a cold day.

Fredrickson and Watson have finished their job of 9.9 highway hard by Lake Almanor and most of the men went on to Siskiyou County on a road job and Brother C. C. Smally is taking the hot plant and crew to Auburn, California, on a paving job.

L. H. Roper of Yuba City has his spread busy in Sutter Basin as weather permits, as does E. V. Curtis and J. H. Shaver.

Earl Parker has some levee work near Knights Landing and a levee job to start up river from Marysville.

Harold Ainger of Willows sold his pulls to F. C. Stolte Co. and will buy two more cats to replace them. Brother Del Switzer is master mechanic for Ainger.

IMPORTANT NOTICE!

There has been a great influx of workers of all classifications including Engineers to our district for work on the dams in Feather River Canyon and the work will not get under way until spring or later. We ask all operators to contact this office ere coming in here and we will give all queries courteous answers.

Davis is moving his gravel plant from Oroville back on the Yuba river near Marysville.

Alabam Simpson, well known and likeable cat skinner, is tending bar in Bob Blevins local emporium and says his old Local 3 pals don't let him get too lonely. He says they can really move dirt in there and some of them hook up tandem.

Doc Rice, president of Rice Bros., swears cars are not hard to get, and no wonder. Doc won a new Ford at the American Legion drawing. He carries two horse-shoes and three four-leaf clovers and has never been in a graveyard at midnight or had a black cat cross his path.

Old timers around the Bay area will be interested to know that Whitey Whitehead is located around Laporte, California, with some timber interest and is in the heart of the game country. He was in our office last month and told us about skinning out a bear weighing 650 pounds, and that's no bull. Every time Whitey is in town he drops in for a word about the Brothers and says to tell them all hello.

Winter is coming on and jobs are slowing up in our district, such as Parkers road job near Ostrom and the Willows road job is finished, and land leveling will be slow due to rain.

M. and K. are busy on their road job in Feather River Canyon and also their head gate job on the levee west of Oroville.

Moore Dry Dock have a crane and crew of Ironworkers putting a small bridge across Feather River above Pulga.

We regret to report the passing of Brother H. L. Lehman at Colusa on November 20th.

Brother Howard Cottrell is off with an injured leg.

Brother Bill Clark, working for M. and K. in the Canyon, suffered a broken leg on November 30th when a cat he was taking up a steep hill had a tow cable break.

Brother Bill jumped off and broke his right leg and is now in the Oroville hospital.

We hope these brothers are well soon and back on the job.

We have had two of the members pass away in this district and neither of them were paid up in the insurance fund, a regretful thing when it is so cheap. It reminds us of the insurance salesman's slogan, "Wives never have it and widows never refuse it." It will behoove you brothers to check and see if your assessment No. 2 and your current dues are paid.

NEWS OF THE BROTHERS

Deep sea sailors often carry through their careers something that resembles, and is, seasickness. After many years on the water—this is a dredge pond—Brother Al Cabel has taken on these symptoms, to such a degree that he is looking for a swap from Natomas 6. Maybe its the bronc that does it. Al also is a horseman of real standing.

The genial fire-chief of Folsom is much in evidence at our Natomas meetings. He is Brother Ted Walden, winchman on Natomas 4.

Brother Dave Belfield is down with the flu.

Brother Ellis, also of Natomas 6, got hurt and Brother Ed McDonald, who can still outwalk and out-talk the average dredge worker, is under the weather, cold and flu.

Many of the old timers and the youngsters paid their final tribute to Brother John W. Gibson, who passed on last month. Jack, as he was affectionately known, was born in the roaring 80's at Forbestown, Yuba County, and for his 67 years stayed close to gold. He started to work at Yuba Consolidated in April, 1918. He was a member of the crew of dredge 15.

Brother Howard Good, the brother who broke his neck in two places, is again on the job, apparently as sound as ever. Brother Good went through what few live to tell about. Good going, Howard.

Some hobbies turn into business. "Smiley" Campbell, in his garden, cashed in on chrysanthemums. I wish it were roses—those big worded flowers come hard to spell.

George Wilbur has his five acres in oranges at Oroville and Brother McFarlane on the heavy hammer in the blacksmith shop builds miniature reproductions of stage coaches, clipper ships, etc.

And for the present, Miss Harding, Les Collett and Bill Waack wish you all a very Merry Christmas and a Happy New Year.

HE BAGS BIG GAME

Many of our organizations pride ourselves when we bring in a limit of pheasants, ducks or even a buck, but for real hunters one must dig deep into the ranks.

We, at Marysville, were accorded a real treat when Brother Charlie Hart came into town on the 8th of December. On one side of his pick-up was a 450-pound bear—on the other a 150-pound mountain lion, and in the rear, five hounds—three crippled and the others awfully tired—so was Charlie.

There is still plenty of rugged country, and if you are properly equipped, plenty of big game, according to these brothers, in those mountains around Woodleaf and LaPorte. Brother Collett and one of the "old time" hoisters also discuss a bear slightly larger than was killed on "Whitey" Whitehead's timber just west of LaPorte—650 pounds. As for the local Marysville representatives, the four-legged animals don't have to come wild for us. When that number of pounds of meat are concerned, we'll take a cow, or something that has a mind only for fussin', no fightin'. Brother Hart can take those wild ones.

What's doing in the Oakland office

By Al Clem, T. D. Bryson and Glenn Dobyns, Business Representatives, Local 3

Oakland—Repercussions from reactionary tendencies in Congress are being felt forcibly for the first time in this area, with the shutdown of Parrish Brothers Canal job, near Martinez. There are indications of further curtailment of Government financed projects within the jurisdiction of Local 3, and we

fear this is but a forerunner of the sort of thing we can expect. Of course, being Americans, we have one recourse when things do not go to our liking. We can go to the polls! From time to time, through the columns of this paper, we have stressed the necessity of voting, and we feel that it is becoming increasingly urgent for us all, not only to exercise our own franchise, but to do all in our power to acquaint others with the urgency of registering and voting.

For the convenience of the membership we have a Deputy Registrar on duty at the Oakland Office, and urge all of you, for the good of yourselves and your fellow men, not to neglect this, your most important civic duty.

THE JOB SITUATION

We regret to say that during the past month the bottom seems to have fallen out of the employment market in this district. There are

increasingly large numbers of members registering for work daily, and there are very few jobs coming in. While there is nothing to warrant it, we are hoping against hope that with the coming of the New Year things will take a brighter turn.

NOTICE

As you all know, it is the policy of the Oakland Office to remain open till 8:00 P.M., on Friday nights. However, on Friday, December 26th, we will close at 5:30 P.M., but on January 2nd, we will be back on our usual Friday night schedule, remaining open till 8:00 P.M.

Getting around the jobs

A. J. Peters and Sons of San Jose were recently awarded the contract for construction of 5,100 feet of 20- and 21-inch pipeline for the outfall sewer job in San Leandro. This line, to be used for domestic as well as industrial purposes, will run from 132nd Avenue, west to Mulford Gardens, and will cost approximately \$1,303,665.00. Tony Claudine is job superintendent with Brothers Jesse Nelson and Joe Bowling operating the ditcher and side-boom.

Another job of this same nature is being done by L. C. Smith, who has started work on 19,000 feet of 20- and 24-inch sewer line in Walnut Creek. Brother Lewis Daniels is foreman out there with Brother Eugene Moni operating hoe, Brother George West running dozer, and Brother Pete Ceasri doing the oiling.

B. Miles Thomas has the contract for 5,000 feet of side sewers in connection with this project and has five engineers on the job at present.

The Learner Company has eleven engineers employed on various ship scrapping operations in the East Bay. The largest of these jobs, at the old Pacific Bridge yard in Alameda, is running on a two-shift basis and keeping seven men busy. There are two employed in the Fruitvale yard and one at Jackson Street. However, the latter yard has been sold and the operator will be transferred to Alameda in the near future. This company continues to have considerable work, with 15 LST's next on the list for scrapping.

Brother Gene Alves, one of the up and coming contractors around here, is keeping his equipment busy in the Pittsburg area on various small jobs. Come pay-day at his spread and Brothers Dan Santamaria, Ben Blackman, Aleric Alves and Frank Medinas are lined up at the wicket to gather in those important little slips of paper commonly known as 'pay-cheques', which they acquire weekly by the sweat of their manly brows.

The Macal Improvement Company is busy on their 500,000-yard sand removal project at the new pulp mill in Antioch. This is not a hurry-up job and will probably

provide employment for a few of the members during the coming winter.

While almost everything else is slowing down, work in the shipyards has picked up a little recently. The Moore Dry Dock Company has 18 members on their payroll. This company is doing some ship scrapping and indications are that they will be doing more of this sort of work in the future. As for the other yards along the Estuary, United Engineering has 17 Engineers working, General Engineering has 16, and Pacific Coast Engineering is keeping five of the Brothers occupied.

SEASON'S GREETINGS

In closing our report for this, the last month of the year, we wish to extend our sincere appreciation to all you brothers for your co-operation during the past twelve months, and to wish each of you and your families the very best of the season's joys and continued happiness during the coming year.

News about the brothers:

Several of the Brothers are on the sick list this month. Included in this group is Brother Jack Morton. A former employee of Brother Bob Malloy, Jack is confined to Oak Knoll Hospital, Ward 62B, and, while his condition is considered critical, he would like to have company. However, due to his illness, he has requested that no one visit him at night, but he would appreciate seeing any of his friends during the day.

Brother Jimmy Lee, who had his arms crushed so badly in a shovel accident on November 19th it was necessary to amputate both of them, is well on the road to recovery. The accident happened near Klamath Falls, Oregon, and he is still confined to the hospital up there. However, his family is hoping that he will be able to be home in time for the holidays, and feel it will be possible if he continues to improve.

Brother Harold Cholcher, who was critically injured in a motorcycle smash-up recently, is still confined to Highland Hospital. At the last report he was improving somewhat, but he's still a pretty sick boy and allowed no visitors. Incidentally, the following Brothers donated blood for the transfusions which were so necessary during the week following the accident: Ray Young, J. P. Garrigan, Sam McCormick, Stan Sipes and Sam Cain.

This is probably as good a time as any to remind you that we have the privilege of depositing blood in the Alta Bates Blood Bank for future use by members of Local 3. We feel that it is extremely urgent that we build up a good-sized deposit, as it often takes many pints of blood to save a life in an emergency, and the larger the reserve we have on hand, the greater is the safeguard to our members. It is necessary for donors to make appointments in advance, and we will be glad to handle all the details for you if you will call us at the office: TWinoaks 3-2120.

Brother C. A. 'Maggie' Magestretti, who for years was superintendent for Basalt Rock Company, announced recently that he is branching out for himself. He will conduct a rental and contract service in connection with blasting and drilling work. His headquarters are located at 2270 Thirty-Fifth Avenue, San Francisco, and he can be reached by calling SEabright 1-2820.

Brother Darce E. Ludekens dropped by the other morning extolling the virtues of Dodge trucks and wanting to know if we wanted to buy one. He is now working as salesman for Don Marquis at 6246 College Avenue, Oakland, and says if any of you brothers are in the market to call him at KELlogg 2-1457.

Many of the brothers who have been working in Alaska during the past summer are drifting back to the Bay Area to toast their shins at local fires during the coming winter. Most of these boys seem to like the northern climate and many plan on returning come the first thaw. Among these is Bro-

ther Stan Sipes, who just got back from his second trip. Not only does he like it well enough to want to go back but he feels that the knowledge gained from his previous experiences will stand him in good stead on his next trip to the high side of the globe. Take, for example, the first time he came home—He had been up there for some time, and had, with careful nurturing, acquired a luxuriant crop of whiskers. Being justly proud of them he hated to have any whittling done until the last minute before arriving home. When he and his buddy, also abundantly hairy, arrived in Seattle, they noticed that the reception was very chilly—especially when they tried to get hotel reservations. After considerable wrangling, and with well-filled pokes to back up their arguments, they finally convinced a reluctant clerk in one of the town's better hostleries that they were reputable citizens and, as such, entitled to a room. By now they had decided there was only one course to follow—junk the whiskers at once! So parking their luggage and getting into their Sunday duds they sallied forth—to be shorn. In due course they returned to the hotel, bare faced and shining but with a slightly naked feeling. In this uncomfortable state they felt need for the privacy of their room and went directly to the desk, requesting their key. Their friend the clerk looked at them blankly, and with not a spark of recognition on his face, stated, "Sorry, Boys, you must be mistaken. I rented that room to a couple of elderly gentlemen not more than an hour ago!" Now, Stan says, after learning the hard way, that there's just one course to follow: Grow whiskers if you must—after all, they are an asset in the Yukon; but be sure to get rid of 'em before leaving, because, while facial foliage is swanky up there, it's just another cause for trouble when you get south of the border!

At this time the Oakland office force and the Business Agents join the many friends of Brother and Mrs. B. J. Crandell in extending the deepest sympathy to them on the loss of their only son. The boy was killed when a small rifle he was handling was accidentally discharged. The accident occurred at their home in Concord on November 7th.

According to Brother Manual Lemos, co-owner of the Lemos Grading and Trucking Company, this organization now has six pieces of equipment working out of their yard in Lafayette. They have several contracts in the Lafayette-Walnut Creek area, and expect to be kept busy for some time.

Brother Charlie Henson stopped by the other day, and after casually greeting everyone, talking about weather conditions, high prices and a few other items of current interest, happened to mention that he had gotten married. Before he could go any further, everyone was heaping congratulations on him, shaking his hand and slapping him on the back. Finally, when the poor man had regained his breath and could get a word in edgewise he finished what he'd started to say in the first place—Seems that the ceremony took place over six months ago—on May 18th, and he just hadn't gotten around to telling us about it. Anyway, belated or not, here's best wishes, Charlie, to you and Mrs. Henson.

During the past month the ranks of labor lost a good friend with the passing of Stephen S. Herrick. Founder of Herrick Iron Works, he was widely known and highly respected by those who worked for and with him. It has been announced that the company will continue operation under the direction of his two sons, S. G. and M. S. Herrick.

Dredge News

At this writing the hydraulic dredges Olympia and Papoose are still gnawing away at the floor of the bay off Bay Farm Island, providing fill for the roadbed on the projected six-lane freeway in East Oakland. In our recent article on this project we did not mention the work that went into spotting the two dredges in the proper position, a job which required no small amount of skill and maneuvering. To get the Papoose in place a channel was cut through the old Bay Farm levee to a point approximately two miles from the sandbank, which was to be used for the fill. Then the Olympia was maneuvered to the sandbank and by working at high tide, when the vessel was afloat, it was possible to dig a bed for it, so that now, even at lowest tide the water is never below the four-foot level. By the time the operation is completed there will be a huge dredge basin, 30 feet deep, which at some future date will, perhaps, come in handy

should ocean going vessels ever come that far up the bay. Work on this project is coming along very well, with approximately 700 cubic yards of material being pumped per hour. It is expected that this will be increased later and that the work will be completed by February.

The Robert Island Dredging Company has put Dredge No. 2 to work at the Shell Chemical Company's plant at Bella Vista. Brothers Howard Wilcox and Carl Gutterman are pulling levers, while Brothers Bill Sullivan and Bill Edwards are doing the deck work.

The Dredge Alamitos is winding up the contract at Redwood City; but there are rumors that the Leslie Salt Company is contemplating another contract in the future, which would furnish more work for this boat.

11,000 Volts Hit 'Em

Bro. Ned Shurtliff, Local 3 member at Provo, Utah, was seriously injured last month when the boom of a heavy shovel he was unloading struck a high tension wire and tipped over. Both he and the truck driver were knocked out and received severe burns from the 11,000-volt wire. It was necessary to dig them out from under the truck. Bro. M. E. "Red" Tavvener, another Local 3 victim of hot wires, is back at work in the San Rafael area after an accident which cost him the loss of one hand and several toes.

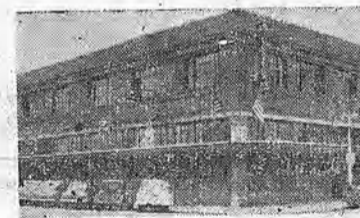
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News from the San Francisco office

By P. E. Vandewark, Pat Clancy and Chet Elliott, Business Representatives, Local 3

San Francisco — In spite of the fact that weather conditions has slowed up a lot of the work, there are still numerous jobs in operation in San Francisco.

M. & K. Corporation have several members busy on their 60-inch pipeline job running from 28th Avenue to Colma.

Standard Building Company still has all their rigs busy creating more room for houses in the Sunset district. The rainy weather does not affect this work as it is of sand and this keeps some of the brothers busy.

Loway Paving Company has several jobs in operation at the present time laying underground conduits for both the Telephone and the P. G. & E. buildings and as these jobs are operating on a cost-plus basis most of the brothers employed are receiving a large amount of overtime.

MUCH PAVING

Charles Harney Company has several street paving jobs such as Geary Street, in the vicinity of the car barns, Alemany Boulevard, the widening of 7th Street from Mission to Townsend, and numerous short streets in the Sunset district.

Dinwiddie Construction Company have several building projects still in operation which keeps quite a few of the brothers busy on hoists and compressors.

Judson Pacific Murphy Corporation are raising steel on the new P. G. & E. Sub-station at 8th and Mission Streets. Donald, Young and Nelson has the contract for the erection of this building, with a large amount of hoist work to be involved on this building.

Stone & Webster has a major job for the P. G. & E. on Evans Avenue which is progressing smoothly with a large number of brothers employed on the job. C. C. Moore has the steel erection on this job with Brother Al Auger holding down the derrick job there.

WATERFRONT JOBS

Duncanson & Harrelson Company has two large pier repair jobs in operation along the waterfront.

Healy Tibbitts Construction Company has two jobs nearing completion at Islais Creek and the Vicente Street sewer outfalls.

Cahill Brothers are still at work on the addition to the P. G. & E. building on Market Street.

Monson Brothers and Erbentraut & Summers building job for the telephone company are still in operation with material hoists being used in both buildings.

SALT LAKE MEETING

Since our last report we attended a special meeting of Local No. 33 members in the Utah Area at Salt Lake City. Work in that locality has slowed down somewhat earlier than it has locally, due to the cold weather, although there does not seem to be too many unemployed at the present time. The meeting was well attended despite the fact that a snowstorm was under way in the lower part of the State. The Provo-Salt Lake

Highway was practically blocked, keeping a number of our members living in that area from attending the Salt Lake meeting. It seems that they get ice and snow there, and the ground gets too hard to work, while here wet get rain and mud, and the ground is too soft to work.

We have also spent considerable time in the logging industry throughout the Feather River Canyon, Greenville, Susanville, Westwood, Laurelton, and Quincy and the Redwood Area. We find a number of members of Local 3 located throughout that area, most of them working at various logging operations. It is snowing there now and that slows down the logging operations considerably. However, with the coming of spring there should be a lot of activity in that industry concerning members of Local 3. In the future we expect to spend considerable time throughout Northern California in connection with the logging industry.

PENINSULA DISTRICT

Due to the clear and dry weather conditions in the past two weeks business for the Operating Engineers has increased considerably in this area.

Several housing projects have started the grading of streets and utility operations. . . . Eaton & Smith are still operating at Wadell Creek and the job will probably run through the winter and well in to spring. There seems to be quite a labor turnover on this project due mostly to the fact that the material to be moved is all rock and it is pretty rough on Catskinners.

Woodhouse and Douglas are busy with the grading and paving of the streets on the Nils Johnson housing project at Woodside. This firm has made great strides in the last couple of years and have moved into their new office and shop building at Redwood City. On a visit to one of their jobs we contacted Brothers Reese Woodhouse, Makre Barnes, and Brother Osborne.

Piazza, formerly of Piazza & Huntley, are also busy on real estate development work in the Woodside district on the McDonough Properties. . . . At Half Moon Bay the California Paving Company are now operating two quarries and are running at full capacity as are all the other quarries along the coast, including Keeble & Brown, the A. & B., Whipple Creek and Rockaway Quarries.

Keeble & Brown have finished the grading on the Canada Road and are now working on the paving.

AIRPORT, FREEWAY

On a visit to the building material plants in this district, we found them operating at full capacity and the members of Local 3 employed on this work to be well satisfied and happy.

At the San Francisco Airport the Guy F. Atkinson Company are through with the shovel and truck work but still have some cats and blades working on the finish grade on the field.

The overpass on the Bayshore Freeway being erected by Oser & Sorenson, Pomeroy & Carrido and Gautier are just about completed except for the steel work, which has been delayed until after the first of the year due to a shortage of steel.

At the present time no new large construction projects have been started or advertised in this district, although several have been approved and in some cases the money has been appropriated, including the huge breakwater at Half Moon Bay and the continuation of the Bayshore Freeway into San Francisco.

Work in Bay Area shipyards is picking up a bit for engineers, Oakland and San Francisco Local 3 offices report.

News About the Brothers

BROTHER LOSES ARM

Jimmie Lee, shovel operator, employed by the Saxon & Sons Construction Company, Klamath Falls, Oregon, walked under the bucket of his machine, losing both his arms. Jimmie is in the Hillside Hospital at Klamath Falls—his left arm off at the shoulder and his right arm at the elbow, and his father reports that Jim is doing very well at this writing. The Lee family includes Charles, Rufus (better known as Jack), and Mack, all brothers in the Engineers and reported by contractors to be good Engineers. Unfortunately, accidents do happen as is shown every day by the reports, and many we miss.

Angelo Pardini was off work with a sprained ankle but is back working at the Quarry. Bob Price was reported at St. Francis Hospital by Walt Young of the Personnel Department of the J. H. Pomeroy Company, Overseas Division, Ferry Building, San Francisco.

Walter McGary and his Mrs. visited this office last week. Walter, a catskinner, was broken up in more places than some contractor's cats after 30 years' service and he was plated and grafted back together again and, while not exactly new, is surprisingly well and could give some of us lessons in cheerfulness. To his friends, he is still at the Franklin Hospital for some time to come.

BRO. LEWIS DIES

W. F. (Duggan) Lewis died of a brain hemorrhage November 22nd at the French Hospital. We remember many things about Duggan, all his friends will—A fast guy with a dollar to his cronies, a good engineer, a good citizen and a good union man. With regret all members of Local No. 3 feel the death of this brother, and particularly Slim Allen, Floyd Wager, Jim Mulford, Jack Skies, and contractors and others too numerous to mention. To his family, our sincere sympathy.

Signing up and already on their way to Guam are Slim Sneed, Virgil McElwee and G. C. Barker, with S. A. White, Don Shuman, Ole Nelson and F. F. Mayberry returning, so we hear via the grapevine.

Charlie Ray picked up his transfer for Dorena Dam. We already have several members working there.

BOYS OVERSEAS

It is rumored that Bill Clark and Ed Reynolds are home from Guam but have not been able to confirm this. We received a letter from Pat Callahan who was in Alaska. He was planning on a trip to Arabia and finally settled in Guam—quite a traveler, we think!

Glenn Barnett dropped in to the office, paid his dues and took off for Arabia as the master mechanic in charge of the pipeline. We see that Erwin Jones is back in the states for various reasons.

John Fillingner went to Pasco, Washington, and then on to Greeley, Colorado. Nothing to report on the Pasco Hanford project until spring, and the housing situation there as it is all over the world.

With ten days left out of a year working to the best of your ability—then you boom a little whingding and it is \$410.00 fine plus "fired" to boot just because of a little speeding—Army Justice? Boys, are they rough? For instance, going through stop signs, shifting gears at night—\$25.00 to \$225.00 with the fines to be paid in American money and where can you get it?

One man served 15 days for principal's sake—a real man! He says, "Let's run for President for let's enlist."

Charles Partanen returned home and remarked that cigarettes are the real money and all things are obtained through the "trade system", but the people are hungry with nothing to trade.

Redding Highway Jobs To Go On; New Lumber Mills

By E. A. HESTER
Representative, Local 3

Redding — By the time that you read this, we will have another major highway project ready to start. The State Division of Highways has been calling for opening of bids on about six miles of road between Tower House and Schilling, on Highway 299. Bids are to be opened on December 10, 1947.

It was previously reported that Frederickson and Watson would not be doing much on their Highway project in Hornbrook this winter, but it seems that the plans have been changed; they are going ahead, increasing their force and continue to call for more men. Mr. Harsh is the superintendent and Brother Christman is one of the foremen, and another man by the name of Alexander, from Local 12—this we have not quite got straightened out yet.

Charlie Frederickson is well underway on his job in Redding and will be increasing his force by the first of the year.

Wixson and Crow have started preliminary work on their pipe line between Toyon and Shasta Dam.

LAYOFF AT SHASTA

Harms Brothers are moving equipment in on their job at Keswick Dam. We are not sure how they will come out on this project, as it has been reported that the Bureau of Reclamation has run out of funds for construction work. There have already been 560 men laid off, including a lot of Local 3 men. Contractors continue to

work, but the Bureau has notified them of the shortage.

NEW LUMBER MILLS

Quite a lot of excitement goes on in the lumber industry. There are eight new mills under construction in this district. The Deschutes mill at Anderson is doubling their capacity, and when construction is completed it will be one of the largest mills in Northern California capable of turning out more than two million feet of lumber per month, along with six million square feet of plywood. The lumber industry is the largest industry we have in Northern California.

The gold mining industry seems to be picking up, as there have been several calls for men lately. The Thomason Devide Mining Company has started up their two draglines near Lewistown and Minersville. This company seems to be developing into a regular outfit since Brother Guy Slack has a lot to say about what goes on.

BIG JOBS IN SPRING

The American Bridge Company has finally arrived to install the flood gates at Shasta Dam. And our old friend Nimergood will be back to supervise the project.

Increased activity in this area, and with several big highway projects coming up in early Spring is evidence that we are going to have a good year in 1948. But at this time and for the next 60 days, we don't look for much except the usual dark clouds, cold rain and lashing winds.

Most women would be more spic if they had less span.—LOUISE KNIGHT.

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Round-up of the news from Utah

By C. L. Casebolt, T. L. Clark, C. R. Van Winkle and L. G. Ostler, Business Representatives, Local 3

Business Representatives, Local 3

Salt Lake City—Many things are happening in Utah at the present time which will prove beneficial to the members of Local 3. There are also many grave problems to be met, however, they will be met in a manner most beneficial to the members of Operating Engineers.

Brother Al Laster, International Representative of the Operating Engineers, has just arrived here from Washington, D. C., on a special assignment from General President Wm. E. Maloney.

Brother Laster brings us this message from Washington: "The International Union of Operating Engineers and their constituent local unions are enjoying better conditions now than at any time in the history of the organization. The existing agreements and wage scales are the best we have ever had. The International Union has no fear of the future come what may. Few unions, if any, can boast of having the skill, integrity and the dependability found in the members of the Operating Engineers."

Our Business Manager, Brother Victor S. Swanson, voiced the same opinion during his recent visit at Salt Lake City. During his visit here he addressed the special called meeting held in Salt Lake City on November 23, 1947. Bro. Swanson stated in his address to the members that he believed many provisions of the Taft-Hartley law were unconstitutional but until such time as the Supreme Court's decision is announced the Operating Engineers will obey the law.

OFFICERS VISIT

Accompanying Brother Swanson at the meeting were President Pat Clancy, Recording Secretary C. F. Mathews, Treasurer P. E. Vandewark, and A. Clem, Executive Board member. Each in turn addressed the assembly. At this meeting a motion was duly made, seconded and carried, that the opening of the A.G.C. agreement in Utah be referred to the Policy Making Committee of Local 3, this was done immediately and the Board referred it back to the local representatives with instructions to open the agreement and negotiate new wage increases. The instructions have been carried out in detail.

The Associated General Contractors of America - Intermountain Branch, the signatory contractors and all interested parties, have been notified by registered mail with return card requested. Contract requirements are that negotiations start on all before Jan. 15, 1948. BROTHERS, WE ARE REQUESTING YOU TO WATCH THESE NEGOTIATIONS CAREFULLY.

This is the time when you have an opportunity to say what wage scales should be adopted for the coming year. Remember that after the agreement has been ratified by the members and signed, it will hold for one year. Bear in mind that the wages and the conditions you work under are your business and it is your duty to have the correct information on this vital meeting at all times. This can be had at the local meetings or from your nearest business representative. Don't hesitate to ask your business representative for the latest developments. THAT IS WHAT HE IS FOR. Thus we will be able to stand firmly united and act for the good of all if we stand together you will never suffer the least defeat, come hell and high water.

RECLAMATION IMPORTANT

The Colorado River Compact Committee is meeting this week in Denver, Colorado. This committee is composed of the representatives of five states. Mr. O. E. Larsen, Regional Director District No. 4, of the Bureau of Reclamation, informs us that the Echo Park and the Split Mountain reservoirs have received a favorable report. This means that these two projects have advanced another step on the way to become a reality.

Your Utah Business Agents wonder just how much thought our

members give to the matter of reclamation. Suppose we examine the effect of reclamation more closely. The United States Department of Agriculture says that with the present food production, which is an all time high (the highest in U. S. history) and with the ever increasing birth rate, that the United States will be unable to feed the population in thirty years. No one wants this to happen, but unless flood control and reclamation programs are increased and carried out immediately we will be in chaotic condition in a few short years. Let us get together and push these programs through to completion.

JOB REPORTS

All bids for the Salt Lake City Sewer were rejected for the lack of funds. We are informed that new bids will be called for on certain portions of the work. Morrison-Knudsen were the previous low bidders.

The Utah Power & Light Company have awarded the contract to Morrison-Knudsen Company to install 14,000 feet, 8' 6" steel pipe to replace the old wooden flume at Olmstead Power Plant in the Provo Canyon.

Despite grumblings, the Salt Lake City Commissioners have agreed to accept federal money to improve the runways and general facilities at the Salt Lake Airport. During 1948, the Civil Aeronautic authorities threatened to stop all night flying in and out of Salt Lake Airport owing to faulty lighting and the runways being too short for the DC-4 planes now being used, according to the local paper. The safety of the passengers in and out of this airport in no way affected the commissioners' sense of duty, however, they would accept government money plus some supervision, stating they could not stand any more publicity on this matter. We will let the Utah readers be the judge of this.

The local paper reports that Salt Lake City will need several million dollars to treat and distribute Deer Creek water when it becomes available early in 1949. A bond issue is being considered to raise the necessary funds with the figure quoted as high as \$14,000,000.

BIG STANDARD JOB

Standard Oil Company of California have reported that they will start building a \$5,000,000 pipe line from Rangley, Colorado to Salt Lake City, as soon as the weather will permit. They have also announced that they will build a large refinery in this city. They report that this will be built in units, the first unit costing about \$5,000,000 with bids being taken about March 14, 1948, and actual work starting about June 1, 1948.

The Utah Oil Company has announced they will do \$2,500,000 worth of new construction work at the present Salt Lake City refinery.

The Army Engineers report bids will be called for about December 15 for a half million dollars of reclamation work on the Sevier River.

OTHER ANNOUNCEMENTS

Mr. Herb Gordon, recently of the Salt Lake Tribune, is now writing for the Labor Broadcast. We wish to call our readers' attention to the fact that the Labor Broadcast is the only official labor paper in the State of Utah. It is owned and published entirely by the Salt Lake Building and Construction Trades Council. With the new editor in charge we have great hopes for the Labor Broadcast.

PERSONALS

Brother Leon Lees is running around town full of pride and

glory. He is the proud father of a bouncing baby girl. As it is his first, you can well understand his pride. Congratulations, Leon!

MEMBER BADLY HURT

Pinned to the ground by a heavy shovel he was unloading near Payson, Utah, when the boom struck a high tension wire and slipped backwards, Brother Ned Shurtliff, of Provo, Utah, was seriously injured last month.

He was unloading the machine with the aid of the truck driver when it became necessary to go to the aid of the driver and slipped the machine out of gear. While behind the machine the master clutch slipped in causing the boom to rise, striking the high tension wires.

Both men were knocked unconscious by the 11,000 volts and pinned to the ground and when the wire broke the boom tined over backwards, pinning Brother Shurtliff under the truck, fracturing his leg. Both men received severe electrical burns. When aid arrived it proved impossible to get the men out from under the truck so it was necessary to dig them out.

Brother Shurtliff was taken to the Payson Hospital but is now at his home in Provo convalescing. It is reported that skin grafting will be necessary on his face. A speedy recovery is wished for him.

ALASKAN TRAVELERS RETURN

In answer to a lot of inquiries, Brother Frank Boylan and Johnny Logan have returned from Alaska where they put in the Summer. Both report that they did fairly well up in the frozen north but both expressed a preference for Utah. Welcome back, boys!

NEVER RAINS BUT POURS

Brother Reuben Anderson, known as "Rube" to his friends, who spent the better part of 1945 and 1946 in Central America and was returned to this country in poor health, seemed to be well on the way to recovery during the spring and summer of this year. The beginning of cold weather seemed to knock the props out from under him and he has been confined to his bed for some days due to a very bad cold that verges onto pneumonia. At the same time his wife suffered a slight stroke and has also been confined to her bed, making the position of the family very inconvenient to say the least. Hope is expressed that both soon will be returned to good health.

Farmincton Dam On Lobby Agenda

Among favored flood-control projects submitted to the State Water Resources Board in Sacramento for sponsorship were the \$1,500,000 for the Farmington Dam and \$1,600,000 for San Joaquin River levee construction.

They were included in a list calling for federal expenditure of \$64,226,000 in California during fiscal 1949. The list was submitted by the California Flood Control Conference.

Also recommended was \$1,250,000 worth of work on the Merced stream group, and \$3,500,000 for Folsom Reservoir.

In submitting the selections the organization asked the board to represent California before appropriation committees in Washington "in order that California projects may be forcefully and adequately presented to the Congress."

The jobs all have been authorized by U. S. Army engineers. Some are already under way but need additional funds for continuance. The readiness of the projects for construction and their economic feasibility were considered in making the recommendations. Acting Chairman Charles L. Kaunke said.

Later consideration of any approved projects not included for support in these recommendations was voted by the board.

Meat Prices Up From 56 to 100 Per Cent

WASHINGTON — In one year after June 1946, when OPA last controlled foods, beef and veal slaughtering rose 156 percent while wholesale prices on the same carcasses rose 85 percent. Pork slaughtering went up 56 percent and pork prices zoomed 100 percent for the same period.

4,000 May Quit CIO

Over 4,000 west coast tug and ferry boatmen may quit the CIO Inland Boatmen's Union for the AFL Sailors Union of Pacific, according to current reports. The move is said to be based on the need for halting jurisdictional disputes with the SUP and the AFL Masters, Mates, and Pilots.

If you are not registered to vote so that you can help retire those congressmen and state legislators who help pass legislation injuring labor and the common people, then you are scabbing at the ballot box. And this means—

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