



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY-ENGINEERS LOCAL 39

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SAN FRANCISCO, CALIFORNIA

DECEMBER, 1952

Huge Highway Building Needs Cited

Good Housekeeping Is Essential to Safety on the Job

Housekeeping is one of the most vital elements of an effective safety program. Statistically it is not reported as an accident cause, but experience has shown that poor housekeeping has been a contributor to a high percentage of accidents. Good housekeeping is more than cleanliness. It is cleanliness plus order. A place for everything and everything in its place.

Good housekeeping cannot be attained by an occasional grand clean-up. Successful operation results from continuous vigilant attention by designated responsible personnel in the organization. Frequent inspections to find and eliminate sources of waste and disorder are important. All workmen on the job should have a clear understanding of the job housekeeping aims.

The contractor can provide reasonably safe and clean job facilities; however, the maintenance of good working conditions requires the wholehearted cooperation of every man on the job. Each individual contributes to the job environment and safety of his fellow workmen. Clear explanation of this principle should result in improved housekeeping on the job.

Specific housekeeping requirements vary with every job. The following items may be noted in most check lists.

Working Areas.—Keep clear of debris and projections, with no uneven surfaces.

Scaffolds.—Keep scaffold planks clear of debris and surplus materials, with railings and other members securely fastened in place.

Tools.—When not in use remove from working area and place in racks.

Passageways.—Keep free of obstructions and adequately lighted.

Storage Space.—Should be clearly marked for proper material segregation.

Material Stacks.—Should be of safe height and properly tiered, with ready access.

Boxes and Kegs.—Remove nails

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There is special meaning this Holiday Season, as we approach the Yuletide and the New Year's holiday, to the phrase usually repeated at this time with little thought of its meaning: "Out with the old; in with the new!"

Always we approach the birth of a new year with hope and expectation, but seldom in recent years have we looked forward to a new year which might bring so much change into our world, our country and our own personal lives.

The year 1953, at its dawn, might well be called "The Year of 'The Big Question Mark.'"

This year, for the first time in two decades, a Republican President and Congress will be installed in Washington. What changes will that bring?

This year we have been saddened by the passing of two of America's most beloved labor leaders, William Green and Philip Murray. As younger hands pick up the torch of leadership, and as all of labor sees new storm signals on the horizon, we have seen a reawakening of the desire to heal the breach in the labor movement and to unite all union brothers again in one big family. Will the first steps toward fulfillment of this desire be taken during the coming year?

Another big question mark concerns the economic outlook for 1953. We have been enjoying a measure of seeming prosperity in the past year or two, but it has been too much dependent on the stimulus of war. Good job and wage conditions for labor and exceptionally high profits for industry have not dispelled the uneasiness born of knowledge that we cannot build our economic house firmly on this foundation.

What does 1953 hold for us in this connection?

This question is tied to the prospect for achieving peace, so deeply desired by the American peoples at all times, but particularly in this season of Peace on Earth and Good Will Toward Men.

It is widely considered that the decisive margin of votes was won by President-elect Eisenhower on his pledge to try to end the fighting in Korea as quickly as possible. Will that pledge be redeemed in 1953? Will we be able to move forward from that to a general peaceful settlement of world problems?

These are some of the big question marks framing the number "1953" on the new calendars. We approach this New Year with faith in our principles and our Union and with the hope that it will bring good answers to some of these questions. It is our responsibility, of course, to do all we can in the coming year to see to it that the answers are the right ones.

Meanwhile, we welcome the New Year and extend to all of our members and their families heart-felt wishes for a pleasant holiday season and a happy, rewarding year to come.

VICTOR S. SWANSON,
Local Union Manager.

DECLARATIONS OF CANDIDACY

ATTENTION: ALL MEMBERS WHO ASPIRE TO BECOME A CANDIDATE FOR OFFICE!

As you know 1953 is election year—and in order to be eligible to become a candidate for office in this organization in the coming election, you must comply with the requirements as set forth in Article III, Section 3 of the By-Laws of Operating Engineers, Local Union No. 3, which reads as follows:

"No member shall be eligible for election, be elected, nor hold office unless he shall have filed a declaration of candidacy with the recording secretary of the local union for the office to which he seeks election on or before the fifteenth (15th) day of January preceding the election; nor unless he shall have been in regular attendance at a majority of the regular meetings intervening between the date of the filing of such declaration of candidacy and the date of such election. The recording secretary shall read said declaration of candidacy at the next two regular meetings after the filing thereof."

However, there is no contest for the office of Local Union Manager this year since at the election in 1951 the Local Union Manager was elected for four years, which term will not expire until 1955.



Herbert S. Long, Nov. 19, 1952
Glen R. Smith, Nov. 19, 1952
P. M. Bosch, Nov. 21, 1952
H. C. Tusman, Dec. 1, 1952
Louis H. Leatham, Dec. 10, 1952
Roy W. Sickels, Dec. 10, 1952

Service Withdrawals

WARREN J. BLOMSETH
NORMAN BROWN
FREDERICK DUEMING
JOHN R. EVANS
TORY C. IMSLAND, Jr.
JOHN R. McFADDEN
DON ROGERS
RAYMOND SHUPE
JOHNNY SUAZO
LEON WALL

\$3½ Billion Program Urged For California

Evidence was piling up this month that the desperate need for more and better highways—in California and elsewhere in the nation—is being more widely recognized and that we can anticipate greatly enlarged and accelerated highway building activity in the near future.

Independent studies, official reports and campaigns by leading newspapers spotlighted the highway situation during the month and brought to the attention of the public these significant facts:

1. That vast stretches of our highways are substandard or will be substandard within a short span of years.

2. That an almost incredible slaughter and maiming of persons in highway accidents and a staggering economic loss due to accidents is the price already being paid for highway deficiencies.

3. That the great cost in lives, limbs and money will continue to increase and that further growth of the West will be strangled unless we greatly step up the rate at which we are building new highways and improving present routes.

The increasing concern about the highway problem was most apparent in California, but there was evidence that people in all sections of the country are becoming alarmed about their highways.

See Nation-wide Need

The Princeton Research Service, an opinion survey organization, on Dec. 3 released results of a nationwide survey that showed two out of every three adults in the U. S.

hold the opinion that their own state needs more highways to handle the traffic "at the present time."

The Princeton survey tabulation showed that 63 per cent of all those queried, including a balanced number of non-owners and non-drivers of automobiles, believed their state needed more highways, and only 22 per cent felt sure the highways were adequate.

For the Rocky Mountain and Pacific Coast states the figure is even higher—71 per cent saying more highways are needed and only 23 per cent indicating that they are satisfied.

In California the stage was set for legislative action to correct inadequacies in the statewide system by a comprehensive report made by the Automotive Safety Foundation, a non-governmental organization which is rated as one of the nation's top engineering survey groups, following a seven-month mile-by-mile study of the state's network of highways.

\$3½ Billion Deficiency

The Foundation reported that 53 per cent of the 14,133 miles in the California state road system are in urgent need of improvement at this time, and within 15 years 88

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PROPOSED BY-LAWS CHANGE

(See Editorial on Page 2)

A proposed amendment to the by-laws of Local 3 dealing with the subject of circulation of defamatory, unsigned material was given its first reading at the membership meeting of Saturday, Dec. 6, and will come up for ratification at the meeting on Jan. 3.

Text of the resolution and of the proposed amendment follow:

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

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

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

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

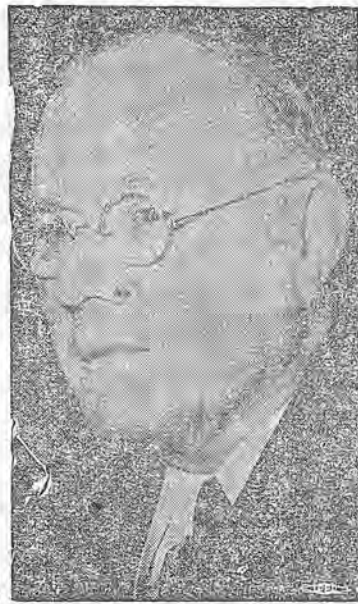
NOW, THEREFORE BE IT RESOLVED: That the issuance and circulation of this kind of material within our union must stop, and

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

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



GEORGE MEANY
New AFL President



WILLIAM GREEN
His Passing Mourned



MARTIN P. DURKIN
New Secretary of Labor

WE LOSE GREEN, GAIN MEANY

Making the past month one of the most eventful and perhaps one of the most important of recent years were a number of developments which changed the top leadership picture in the American labor movement, saw appointment of a labor man as Secretary of Labor in the in-coming presidential cabinet and brought revival of hopes for unifying the labor movement.

On the AFL side, we were immeasurably saddened by the death of President William Green, victim of a heart attack on Nov. 21. George Meany, AFL secretary-treasurer, was unanimously elected by the Executive Council to succeed Green.

Labor had just previously been shocked by the death of the CIO's President Philip Murray. The CIO subsequently elected Walter Reuther, United Auto Workers' president, as its new chief.

Hard on the heels of these developments came announcement of President-elect Dwight Eisenhower's selection of Martin P. Durkin, president of the AFL Plumbers and Steamfitters Union, as Secretary of Labor in his new cabinet.

The appointment of Durkin, a long-time Democrat who supported Stevenson in the last election, drew anguished howls from Senator Robert Taft, who called it "incredible," but otherwise was hailed generally by the press and leading Americans in all walks of life and all parties.

Durkin's appointment was a second great honor conferred on his union, as President Meany rose up to leadership in the AFL from the ranks of that union also.

The new leaders of both AFL and CIO, almost as their first actions on taking office, issued statements stressing the need for unity of all labor to meet the attacks which are increasingly being directed against the union movement.

President Meany, in a national television broadcast, offered to resign his post as AFL head if such a move would help bring about unity of labor. He was followed by Reuther, who in his acceptance speech at the CIO convention stated his own willingness to follow Meany's example if that would help cement unity.

President Meany has made it clear that the AFL will continue its insistence that unity must be accomplished by organic merger rather than by patterns of cooperation while still retaining the separate organizations.

The new AFL president, at the age of 58, is the third since the AFL's founding, with Green and William Gompers, father of the movement, his only predecessors. His former job as secretary-treasurer will be filled by William F. Schnitzler, president of the AFL Bakery & Confectionery Workers Union.

Support your stewards.

LOCAL 3 HAILS NEW AFL CHIEF

Congratulations of Local 3 on his election as President of the American Federation of Labor were conveyed to George Meany in the following telegram:

George Meany, President,
American Federation of Labor,
AFL Building, Washington, D. C. Nov. 26, 1952

The officers and members of Operating Engineers Local Union No. 3 warmly approve your selection as president of our great AFL movement and wish you a long and fruitful incumbency. This honor and this responsibility come to you at a time when our union movement faces serious problems. We are confident that your leadership and counsel will be equal to the needs of this hour and the days ahead, and we pledge you unwavering and unstinting support.

VICTOR S. SWANSON,
Local Union Manager,
Operating Engineers Local Union No. 3.

Acknowledgment of the message came in the following letter from President Meany:

Mr. Victor S. Swanson, Manager,
Operating Engineers Local Union No. 3,
474 Valencia St.,
San Francisco 3, Calif. Dec. 4, 1952

Dear Vic:
Please accept my sincere thanks for the kind message received from the officers and members of Local Union No. 3. You may be sure that your good wishes are most appreciated.

Sincerely and fraternally,
GEORGE MEANY.

Small Jobs, Shop Work to Help in San Jose Area

By M. G. MURPHY and A. J. HOPE, Business Representatives

Well, brothers, it looks like "Old Man Winter" has arrived and we may be in for a rough one, but who are we to make a guarantee on the weather for the future?

However, at this writing everything is shut down due to the last few days of rain, and our unemployment list has swollen to an unsavory high which no one around here can say they cherish.

This condition will be intensified in the future when the finale arrives for the Lexington Dam. Our Freeway jobs which are under construction by Fredrickson & Watson and Granite are shut down also, but if the weather permits they intend to resume operations and accomplish as much as possible this year.

We do have many small jobs slated for activity, such as streets, new subdivisions, sewer lines, storm sewers and considerable activity in the future for Moffett Field. However, we have heard nothing more of Moffett's proposed plans such as we mentioned in our last issue, concerning run-way extension and highway change.

Most of our plants and shops are maintaining a steady and full crew of repairmen, and it appears that everybody is happy and preparing for a good future if the ensuing months are not too rough. We can say that every contractor has a job in this locality and will resume operations as soon as the weather permits. No doubt by the time this paper comes off the press they will have done so.

Kaiser Aluminum & Chemical

Corp. are showing a marked increase in their output of aluminum foil in recent days, and some of the brothers have decided to take on some of those inside jobs for the winter, free from the wind and the rain.

SANTA CRUZ VICINITY

Everything around Felton except the Sand Plant is shut down due to the rains, including Granite's job at Davenport. Granite's bridge job in Santa Cruz is progressing slowly; Raymond Pipe Co. is driving the piling on this job. A. J. Peters has completed his sewer job in Capitola and weather permitting will soon start operations on the second section of this sewer. Leo Cardwell was the low bidder on the third unit of this sewer project.

MONTEREY-FORT ORD

Granite Construction were the low bidders on a \$450,000 street job in Fort Ord. Stolte Co. were awarded the underground contract on this project. Normac Construction Co., who have been giving the Engineers plenty of overtime for the past few months, have curtailed their operations to 40 hours a week. Granite has several small jobs in Monterey, Seaside and Pa-

No Place in Our Union For 'Poison Pen' Artists

AN EDITORIAL

As reported elsewhere in this issue of our paper, the membership of our union has before it a proposed amendment to our union by-laws outlawing the distribution of anonymous, slanderous letters or circulars.

This amendment has had its first reading at the San Francisco membership meeting Saturday night, Dec. 6, and will be up for final action on Jan. 3. We are confident it will be ratified, because we know our members share with almost all Americans our national liking for open and aboveboard dealings and our disgust for sneaky and cowardly behavior.

There is no one more universally abhorred than the writer of "Poison Pen" letters, and properly so. Just to mention the term gives most people the same shuddery feeling of damp and mouldy uncleanness that we get when we turn over a rotting log and see the creeping vermin underneath.

For of all the various types of wrong-doing this is one of the most treacherous, one of the most ruthless, one of the hardest to defend against.

The holdup man with a gun has, at least, the courage to face his victim and to take some chance of retaliatory harm. The cowardly characters who operate behind the shield of anonymity, whether they are out to besmirch an individual's reputation, or break up a home, or undermine a union, are all alike—they do their dirty work under the cover of darkness and they shun the light of disclosure.

Think, for a moment, about why we have such an instantaneous reaction of disgust for the senders of anonymous letters. It could be that the anonymous letters might have true information in them and that the motive for sending them might be a noble one. It could be, maybe—but it never is. We associate the term anonymous letter immediately with the thought of irresponsible, malicious untruths and half-truths, because if it contained anything else the letter would not have to be anonymous.

The honest critic, the true friend who's "telling you for your own good," makes himself known. He is sincere in his criticism or his warning, and he's willing to take responsibility for his statements and to back them up.

This is the America which was founded on and grew up in the tradition of open, responsible freedom to criticize—of a Patrick Henry who could criticize even a king . . . but openly, saying, "I know not what course others may take, but as for me, give me Liberty or give me Death!"

We have seen that kind of liberty destroyed in other countries, and always the first sign of the loss of freedom was the rise of the anonymous fingerman whose merest whisper could send a man to prison or even to his death. That is the kind of thing we are fighting to prevent in this great country of ours.

We have fought in our Trade Union movement through the years, also, against the employers' stoolpigeons, one of whose principal methods of weakening and destroying unions has been the spreading of anonymous rumors and dissension. The spreaders of anonymous slanders in our ranks are fellow creatures of darkness with these employers' stoolpigeons. Indeed, all too often they are one and the same.

All of us know that no men and no institutions are perfect. Neither Local 3 nor any of its officials or members are above criticism. Open discussion of differences is a wholesome thing, and in the long run it contributes to the health and unity of any trade union organization.

Local 3 will always welcome honest criticism—in the open, constructive American tradition. Our meetings are your forums. Any member has the right to speak his piece, and he is encouraged to do so.

The proposed amendment to the by-laws in no way limits this right of our union members to speak out at all times. Rather it protects the tradition of free speech and opinion in our union by making it possible to chase any anonymous slanderers back into the woodwork where they belong, and by reinforcing our responsibility, as well as our right, to be heard on any and all issues, no matter what we have to say, just so we speak openly and forthrightly and in a manner worthy of union men.

cific Grove. Haas & Haney still have a lot of work left before the completion of their Navy School job. Granite was awarded the contract to move 60,000 yards of dirt on the school job in Fort Ord. E. T. Haas has been awarded a contract on a 350-house subdivision on which Phil Calabrese will do the grading.

SALINAS

Ed Keeble has been making good progress on his Freeway job until the recent rains. Ben Gerwich has completed driving the piling on this job. Rice Construction have completed their work at Chualar. Bill Richards is having difficulty

getting started on his housing project in Soledad.

GILROY-HOLLISTER

Tony Pisano has completed both of his sewer jobs in Hollister. George Renz has several small jobs in this vicinity. Ratke is making good progress on his job for the Bee Gee Plant. San Jose Steel Co. have completed the steel work on this project.

Bro. A. A. Aasboe wishes to extend his thanks to all the brothers for their kind and generous expression of sympathy during his recent bereavement.

Merry Christmas and a Prosperous New Year.

West's Highway Crisis Winning Attention

\$3½ Billion California Road Needs

(Continued from Page One)
per cent of the present mileage would be obsolete.

The engineering report estimated that a highway program costing \$3½ BILLION will be needed to keep up with needs in that 15-year period.

It asserted that immediate critical needs exist which it will cost \$1,818,249,000 to remedy.

Figures reaching up into billions of dollars are hard to comprehend for most of us, whose knowledge of high finance reaches about as far as trying to stretch a week's wages over seven days' requirements.

Here is a yardstick that will help: State Sen. Randolph Collier, leader of the fight for a stepped-up highway program in California, notes that \$76,114,000 has been allotted in the 1953-54 budget for major construction. If the state continued to spend at that rate each year it would take 45 years to accomplish the degree of road improvement which the Foundation's study shows must be completed within 15 years.

Thus by the time the \$3½-billion road program had been finished, California's highways would be 30 years behind the times.

The Foundation's report therefore has aroused the state to the fact that it not only must spend more money on major highway construction, but also that it must spend it faster.

Propose Bond Issue

The only practical solution for this need would be to make a large part of the money available soon by floating a bond issue and paying off the bonds later from year-to-year returns from the gasoline tax and other income assigned to highway purposes.

That is exactly the course which Senator Collier proposed to the California State Legislature in 1951 but his bill for a \$1-billion highway construction bond issue died in the Finance Committee. At that time state highway engineers submitted a \$3-billion deficiency estimate for the 15-year period, but the figures were regarded with suspicion by some.

The new report by the independent and non-political Automotive Safety Foundation, estimating the deficiency at about \$400 million more than the state engineers did in 1952, is expected to awaken the Legislature to the seriousness of the need.

Richard M. Zettel, economic consultant to the Joint Senate-Assembly Committee on Highways to which the Foundation report was made, has announced that he will recommend a \$500 million bond issue to meet the most urgent road needs, and increases in various taxes to make the necessary money available in succeeding years.

Senator Collier said, however, he will renew his proposal for a \$1-billion bond issue in addition to the tax increases.

Zettel and Senator Collier will recommend a 1c boost in the present 4½c per gallon state gasoline tax, a 2½c per gallon boost in the tax on diesel fuel, a \$2 increase in vehicle registration fees, a 22% hike in weight fees paid by trucks and buses, and proportionate increases in drivers' license fees and other minor fees.

Stiff Fight Foreseen

The word has already gone out, however, that the same oil company and trucking interests which blocked the Collier proposals in 1951 will oppose his new recommendations for highway construction financing, and a stiff legislative fight seems certain when the state lawmakers convene early next year.

The \$3½ billion program now under discussion applies only to

the state roads. Attention also is being demanded for the considerable needs of the cities and counties for secondary road systems.

San Francisco alone places its local requirements at \$90 million over a period of time for its master traffic plan, including a series of freeways. The city's officials and business leaders have already agreed tentatively on a bonding plan similar to that envisioned by Senator Collier for the state.

At the rate of present spending, San Francisco would take 20 years to complete its current traffic plan, whereas the need is immediate and urgent. The proposed solution is to float a bond issue of from \$40 million to \$80 million to expedite construction of the city's internal freeway and feeder system, completing it in a few years, and to pay off the bond issue in from 20 to 40 years.

Behind all this planning and discussion of road building is the tremendous increase in population and vehicle registrations in California and neighboring states in the past decade and public concern over the traffic jams, the loss of business by major trading areas, and the mounting death and injury toll.

Freeways Are Safer

Will improvement of the highway facilities reduce the death and accident toll?

Frank B. Durkee, California's director of public works, gave an affirmative answer when he told the 25th annual State Chamber of Commerce meeting in San Francisco, Dec. 4, that motorists are five times safer from death and injury on freeways than on other types of roads. Statistics from other sources bear out this estimate.

The shocking toll of accidents on the highways was revealed in a recent series of special articles in the San Francisco Examiner.

The articles presented figures for the past 12 years, the period covering World War II and the Korean war, and showed that deaths and injuries on California roads in that period were greater in number than all United States casualties in the two wars!

In those 12 years, 40,277 men, women and children were killed on California highways.

Another 980,147—almost a million—were maimed and crippled. This compares with a total of 752,247 U.S. battle wounded in World War II and the Korean conflict to that time.

In another series of newspaper articles, the San Francisco Chronicle examined the situation on the Bayshore Freeway running south from that city and came up with figures decisively proving that in addition to being able to handle more traffic, freeways are safer for the motoring public.

It compared accident statistics on a completed stretch of the freeway 5.4 miles long between South San Francisco and Burlingame with those for a nine-mile stretch between San Mateo and Menlo Park which is still an undivided roadway.

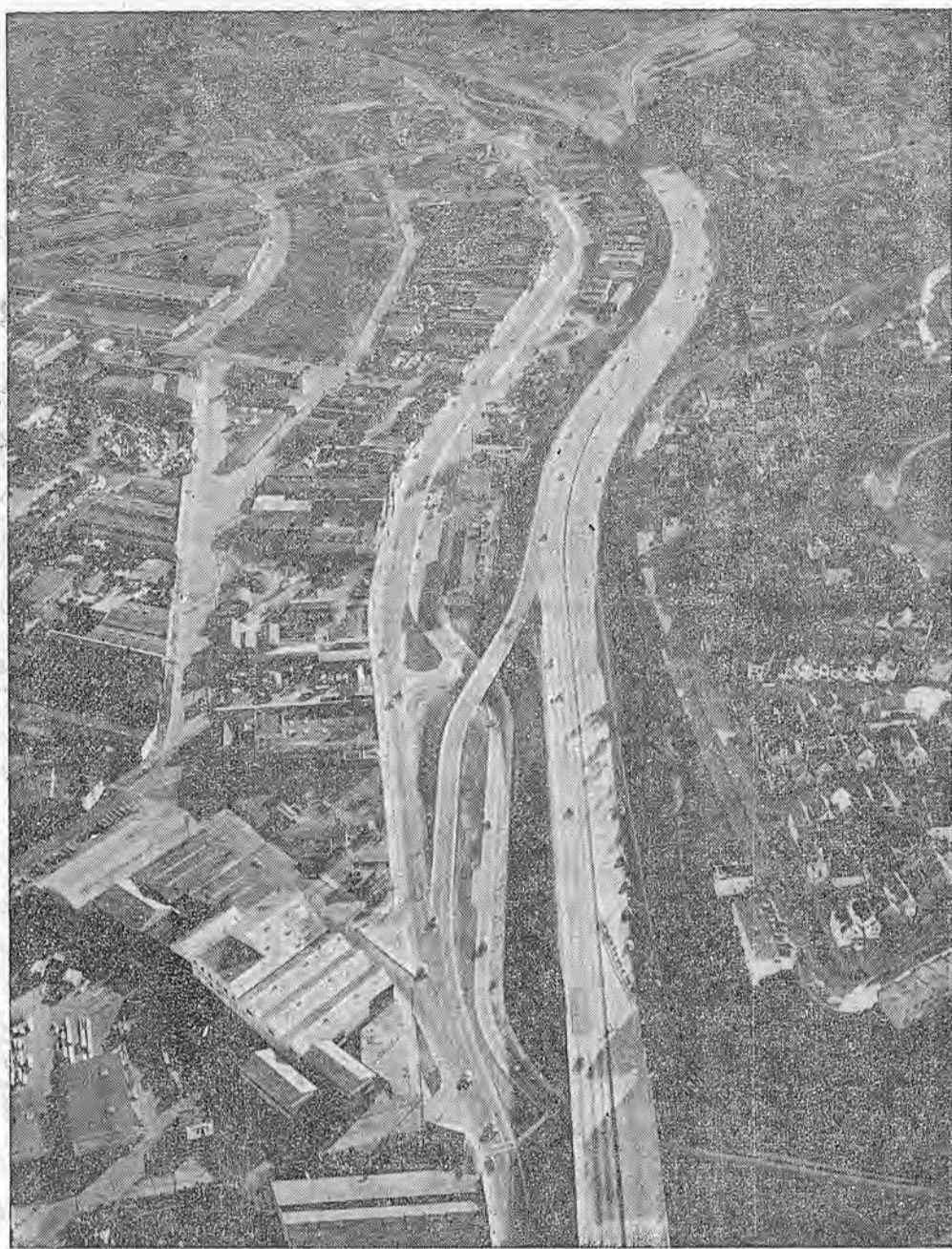
It showed that in the four and one-half years from January 1948 through June 1952 there were four fatal accidents on the freeway compared with 13 fatal accidents on the undivided highway section.

Allowing for the difference in mileage, this was one death for each 1.35 miles of freeway, as against one death for each .615 miles of the undivided road—a ratio of two to one in favor of the freeway.

The comparison of non-fatal injuries sustained in accidents on the two stretches of road were even more revealing. There were only 43 injury cases on the freeway as against 471 on the ordinary highway section.

The Bayshore project also serves as a prime example of how the congestion of vehicular traffic is overtaking the capacity of new roads even before they can be finished.

When first planned, the Bayshore route was foreseen as an answer to Peninsula traffic problems for many years after its completion. Now engineers say that by the time it reaches Palo Alto



(Photo by Barney Peterson, Courtesy San Francisco Chronicle)

SHAPE OF THINGS TO COME—This impressive aerial view of a section of the Bayshore Highway near the Army St. junction in San Francisco will have to be many times duplicated in other parts of California and the West if we are to meet the expanding

need for adequate, well-engineered roads. More than half the California highway mileage is inadequate for present needs and within 15 years 88 per cent of present highway mileage will be obsolete, the Automotive Safety Foundation says.

the freeway will be "pretty well loaded," and by the time it is pushed on to its terminal point at San Jose it will be overloaded.

The reason is to be found in the phenomenal growth of population in the region immediately south of San Francisco, which has just about doubled since 1940 and is expected to increase half again by 1960. The number of vehicle registrations has shown an even greater rate of increase.

Heavy Economic Loss

This pattern of growth is being repeated in most other areas of California and its neighboring states, and that is the root of the problem.

Figures on the economic cost of inadequate highways are harder to get than accident figures, but the Examiner articles quoted an estimate of \$3 billion for the economic cost of highway accidents in California in the past 12 years.

That alone is almost as much as the \$3½ billion cost estimate for accomplishing the necessary improvements in the state's highways.

Cost from accidents is only one part—and perhaps the smallest segment—of the total economic cost of an overburdened highway system. To this must be added the cost of delays to the motoring public, the cost of police manpower to keep the traffic flow moving, the cost to various stores and other businesses whose income is being adversely affected by traffic and parking difficulties, etc.

All of these elements seem to be accomplishing a general awakening of officials and the public to the need for doing something effective about our highways.

And it would seem that the construction industry in general, and members of the Operating Engineers in particular, are going to be busy on vast highway improvement projects in the several years ahead.

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Take part in union affairs. Your union is as democratic as you make it.

Report of Last Meeting

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

A synopsis of the Regular Meeting Minutes of Nov. 1 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of Nov. 12 and of Dec. 2 was read and the acts and recommendations of the board were by motion approved as read.

Cards of thanks were received from Grace Simon, Mr. and Mrs. Jay Simon, Mr. and Mrs. Tom White, Mr. and Mrs. Leo Simon; Mrs. H. E. Dreyer; Mrs. Tex Long; Mrs. John Baird, Mr. and Mrs. James Baird; Mrs. Ida Gondolfo and family; Mrs. Stewart M. McCaw and son, Stewart; Mrs. George Lowe and family. Received and filed.

A resolution regarding the construction of buildings was read as the first reading.

A resolution regarding amendment of the by-laws was read as the first reading.

The Trustees Report was read. It was regularly moved and seconded that the Trustees Report be accepted as read.

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

The following brothers were reported ill: Leslie Arnett, A. B. Allen, Rollie F. Bell, Bud Boyce, Walter R. Brown, Charles Burch, Geo. E. Barnes, Wm. S. Collins, Geo. Clampitt, Richard DeYoung, Thomas Draper, Gerald Donahue, Robert E. Fox, Frank Ford, Alex Fender, Jay Freitas, F. Gaumer, Willard Gill, Ora Gibson, Geo. Hymer, Ferris Harmon, Ivor Jones, Collier O. Jones, Berl Johnson, Victor E. Lowart, Louis H. Leatham, James R. Lawson, G. A. Murphy, Geo. R. Miller, Fred Newcombe, Geo. S. O'Neal, Elmer J. Ojeda, Book Perkins, Chas. M. Phenix, Roy See, Donald Swallow, Jack D. Southard, Geo. W. Stevens, Henry Thompson, Ralph Wright, Daryl Willingham, Jess Younkers and Nicholas Zaccagnini.

The following brothers were reported deceased: Frank Gandolfo, Kenneth Ede, Virgil H. Smith, George L. Lowe, Herbert S. Long, P. M. Bosch, Glen R. Smith and H. C. Thurman. The members stood one minute in silence in respect to our deceased brothers.

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

TRIAL OF BROTHER CHARLES W. GOULD

The charges were read by President Clancy and Bro. Gould pleaded guilty to violation of the working rules and operating equipment when employed as a foreman. President Clancy placed a fine of \$250 upon Bro. Gould, suspending \$200, warning him that it would apply should any other violation occur in the future. President Clancy stated the \$50 fine is payable before any further dues can be collected.

NEW BUSINESS

The members requested that clarification be made before the next election as to whether all members should take two hours off to vote. The matter was referred to the Executive Board.

Under the Good of the Order a plea was made for donations of blood to our various blood banks.

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

Respectfully submitted,

C. F. MATHEWS,
Recording Secretary.

Mainland Firms, Banks Enter Hawaiian Construction Picture

By J. K. WAIWAI, Business Representative

The Kaneohe Marine Corps air station's \$20,000,000 construction and rehabilitation program, which began shortly after the base's reactivation in January, will culminate with the completion of the ground force quarters next August.

Scheduled for completion for the infantry regiment will be 35 barracks, 23 three-story and 12 two-story; five battalion office buildings, two mess halls, a regimental headquarters building, a storage building, and other facilities.

Although construction is moving along at a rapid pace, additional facilities such as roads and walks and electrical and plumbing work will take plenty of additional time, states Cmdr. Thomas J. White, station public works officer.

The regimental combat team of 7,500 men will be added to the present squadrons, making a total of some 10,000 men and 930 officers. Date of their arrival is not known.

About half of the members of the Hawaiian branch are employed on this project and on Kwajalein for the same contractor.

A low bid of \$318,380 by High Way Construction Co. starts the Kalihi Tunnel project with construction of the Kaneohe approach road Section B. The contract specified that the work shall be completed within 180 consecutive calendar days after the signing of the contract.

On the leeward side in Kalihi Valley, redevelopment plans have been approved for the "Mayor Wilson Project." This involves an estimated cost of \$1½ million for land clearance and subdivision improvements.

Many mainland construction firms and banking institutions are now connected with large projects in the Hawaiian area.

Plans were announced for construction of a multi-deck auto parking building at Alakea and King Streets by the Hawaii Multi-Deck Co. This 100 per cent steel parking structure will be of four levels, and will contain approximately 600 car stalls. Fabrication and steel erection probably will be by the Consolidated Western Steel Corp., a subsidiary of U. S. Steel, using a local steel erection firm.

Hollingsworth Multi-Deck Corp., of California, exclusive representative for California and Hawaii for Multi-Deck Corp. of America, has named Hawaii Multi-Deck Co. as its exclusive representative for Hawaii, for the sale and erection of multi-deck all-steel parking structures.

The Centex Construction Co., of Dallas, Texas, and Utah Construction Co. are working in conjunction with L&L Homes, Ltd., a corporation formed by Howard B. Lyman and Q. C. Lum, Honolulu realtor and contractor, respectively, in another big subdivision under Oahu's "critical housing" situation to provide more than 600 homes at a cost of between \$7 million and \$8 million. The work is in the South Halawa district.

On or about Feb. 1, 1954, the property now occupied by Benson, Smith Co., Ltd., the Leilani Gift Shop, Manufacturers Shoe Store, and Bergstrom Music Co. will be taken over by the F. W. Woolworth Co.

When the big variety store firm comes to Hawaii, it will mark the first Woolworth store in the Pacific Ocean area outside continental North America.

According to Mr. McLaren, of San Francisco, "It is difficult to picture in words the features that will be included in this new Woolworth store. It will reflect in many ways our newest store in San Francisco, which was opened this fall.

"The building will be fully air-conditioned. The store will offer a much broader assortment of merchandise than that previously sold in smaller Woolworth stores on the mainland.

"Architecturally, the new building will conform to the design of Honolulu's business section." There is a total land area of 20,000 square feet.

Tharp & Fitzsimmons Co., Ltd.,

is contractor on a \$12-million project on the Pearl City Peninsula. Operations will begin early in 1953.

Mr. Tharp, president of the company, has gone over some preliminary details on recruitment of equipment operators with me. He has already requested an all-around heavy equipment operator also capable of doing repair work. Both partners have operated on the West Coast and we here in Honolulu look toward this initial approach and recognition as a great assistance to the members of the Hawaiian branch.

Many of our members are returning from Kwajalein on completed contracts, but will return again before their 30 days are up to enable them to be eligible under the 18-month tax refund proviso as amended for foreign work.

The following men were recruited on the West Coast to work on the dredge "W. F. Dillingham" (formerly the "Jefferson"): Capt.

Rozabo, levermen Donald Downey and Frank J. Peterson, and welder Reino R. Stanford.

Returning from the West Coast after working on various jobs for the past 18 months was Bro. Harold Lewis. He explained in our regular meeting the working conditions and union practices on the mainland, and remarked that the members in Hawaii must go out and bring in new members, and work together harder, if they want to get the same conditions and wages as now prevail on the mainland.

In our regular meeting Dec. 1, the members concurred with the recommendation of the executive board to raise dues \$1 per month beginning Jan. 1, 1953. Also passed was a rule that members of the Hawaiian Branch in construction shall not work Saturdays for straight time.

The negotiating committee has met twice with Contractors Mid-Pac. We will compile the employers' proposals and forward them to the main office before going any further.

From Turkey, Bros. Thompson Kilauano, John Spencer and Joseph Haia inform this office that they probably will stay over a little longer to help Byrne Organization complete their work for the Navy.

'OLE MAN WINTER' CUTS DOWN WORK IN SAN RAFAEL AREA

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

"Ole Man Winter" has finally caught up with us and has brought most of the work in this area to a standstill. Del Webb job on Travis is trying to keep going but looks like pretty slow action.

Stolte job on Travis got under way with their Bachelor Officers' Quarters—\$991,351. There will be very few engi-

the new supermarket on west side of highway in this tract.

Bro. John Brodnansky now bustin' nuts for C. M. Syar. Musta bought in—got company insignia on his pick up. Super Keeler on job with apples from Sebastopol farm . . . unpolished and meat in core, but O.K. for free.

Bro. Tom Hanna says he is headed for Wasco for winter land leveling job with Cunningham & Smith spread.

Chas. Hover with both rigs finished Tiburon way. Been a long job. Bro. Charlie Giorgi works too fast. Hover takes over 20 acres of this subdivision . . . another land baron in Local 3.

Bro. Beasley with Engineers Limited finished with their job as this goes to press . . . ran a 16 in. gas line from holder at Porteswallow to the Starlite tie in . . . same crew as always.

Develbiss opening new housing project, Alto way. Macal back in area doing the grading.

Art Siri Co. making a new subdivision in Benicia . . . Carquinez Square, 10,000 yards, street and curb utilities with 20's and 21's, to be done pretty quick. Brothers Carlin, Stewart, Peters and Simmerman on equipment. Bro. Hartwell, foreman on spread, supervision under Ray M. Baker, City Engineer, who by the way is different from most of these people . . . knows the score.

Bro. Bob Woychik working for Kiewit on Travis, is leaving this area to do some nut bustin' for this company on the atomic energy plant in Portsmouth, Ohio.

If there was any doubt in our minds as to whether the winter had set in yet or not we know it has, as Bro. Boyd Davis, Parish Bros., was seen packing the trailer and slowly heading for his yearly trek down south to the lettuce country. See ya when the sun shines again in California, Boyd.

Some of the jobs that are going on at present in Mare Island are Boss Const. and E. C. Bruhn Co. The rain doesn't bother these jobs as they are laying pipe on the

San Francisco Jobs Wait For Break in the Weather

By PAT CLANCY and RUSS SWANSON, Business Representatives

This report is not as favorable as the report in the last issue of this news. At this writing it is raining steadily and has been for about two weeks. From this we have seen that some of the jobs have continued to operate, but the majority have been forced to wait until some fair weather comes along.

Chas. Harney is working whenever he can on the Van Ness Ave. track removal and paving job.

M & K Corp. have been trying to work on their pipe job on Parnassus Ave., but like most contractors, when they work, the pipe is right up with the ditch all the time, thus leaving no possibility of cave-ins during the rain.

Amaroso Construction is now working on Benjamin Franklin Jr. High School off of Piece and O'Farrell Sts.

Cahill Bros. have been going strong on Metropolitan Insurance Building on California St. Bros. Otto Querner, Ed Cuadro and Fred Burns have been running the hoists.

Callahan Const. is now working on 12-inch water line on Eureka St. Bro. Frank Callahan is foreman, J. A. Caldera is operating loader and Floyd Hahsbrough the compressor.

Clinton Construction is working through any kind of weather on U. C. Hospital job.

Cleveland Wrecking Co. is tearing down the old Downtown Theater in order to make a parking lot. Bros. Law and Stanley Wol are on the job.

Devencenzi Bros. have various small jobs. John Phillips is on the loader, but it is hard to say where he will be from day to day.

Bro. Ted Anderson is working for Dinwiddie at the Children's Hospital job.

Fay Improvement is working on various jobs. Jack McManus is operating hoe with F. Fiddler doing the oiling on Congo and Mangle Sts.

M & K Corp. tunnel job is finally getting started underground with a few members working there.

Charley Rice & Co. have been unloading ore at Pier 92 with a rented rig from the Pacific Bridge Co. and one of their own.

The Freeway job is proceeding about as good as can be expected due to the heavy rain.

Retail yards are about the same as usual.

Hyman & Michaelson laid off

Direct Wage Queries To Regional Boards

Beginning Monday, Jan. 5, inquiries regarding enforcement of wage-hour laws must be directed to the appropriate regional Wage Stabilization Board offices. Personnel of the Wage and Hour Division of the Labor Department will no longer be available for investigation because of reduced appropriations allotted by Congress.

★ ★ ★

Standby Controls Urged

Washington (LPA)—Abandonment of price and wage controls, and substitution of standby controls, was proposed by the late Philip Murray in his report originally written for the CIO convention in Los Angeles and ordered released Nov. 17 by the CIO board after Murray's sudden death Nov. 9. The report warned of the possibility of a recession and pointed out that there can be no prosperity without good wages.

★ ★ ★

To some degree, a union is like a chain, with each link (member) needing the support of the others. Be a strong, dependable "link."

Island, all streets being paved there.

PLEASE . . . now that the out of work list is growing, come in and get on the blood donor list . . . contact this office and we will make all arrangements for you to GIVE.

We'd like to wish you and your family a Very Merry Christmas and a Prosperous New Year.

three heavy duty repairmen because of the wet weather and a slacking of work. The other yards are going along, using a few men in each yard.

Duncanson & Harrelson are still working on the Butcher Town job. They also have the pile driving for MacDonald Engineering Co. at Pier 92.

The Charles L. Harney shop and the rest of the outfits are coming along as usual.

Flora Truck Crane Service has two rigs working at Yacht Harbor on a sea wall. Bros. John Flora and Bill Raney are the operators, while John Ostrich and Robert Marglin are doing the oiling.

Raymond Concrete Pile moved in a driver on the same job with Paul Bennett operating and Byron Hemphill doing the firing.

Chas. Harney is doing the widening on San Jose Ave. from Randall to Monterey Blvd. Bro. "Pop" Hesto is foreman, Wm. Sherman and Ed McRae on the jeeps, "Tiny" Ellis and J. Johnson on cats, N. Strandberg and H. Olson on shovel and Bro. Fisher on the blade.

Lowrie Paving has various jobs, with Henry Leake and Andy Johnson last seen on Twin Peaks. Ralph Walsh is operator and Charles Kerr the oiler on Gradall at Sloat Blvd. and Lake Merced Blvd. Angelo DeLago is on cat at 35th Ave. and Quintara. Bro. Mellor is on loader at 38th Ave. and Ortega.

Bro. J. V. Gritton is running the hoist for M & K Corp. at the Telephone Exchange Building.

Jim Carlin is running the loader for Nosenzo & Co. at the Youth Guidance Center.

Piombo Const. has been working in the sand at 38th Ave. and Ortega. One morning the operators started their cats (six of them) and all six broke down. Yep, you guessed it, some one had taken the time to fill all of the gas tanks and exhaust pipes with sand. P.S.—The mechanics are still working on some of the rigs.

Piombo is working the mechanics in the shop every day. They are "Pete" Moaruelli, Angelo Rossi, Joe Zanette, Ed Carlyle, Sil Navone, Buz Piombo, John Fritz, Chas. Lorimer, and, last but not least, Gino Giampaoli, foreman.

Rothchild, Raffin & Weirick have been working a few of our brothers fairly steady at the Lake Merced Pumping Station. Bro. Floyd Johns is operating the crane and Al Bakas is the oiler. Dick Zang is the compressor man.

Standard Builders were a little slow in paving the two hours for election day when the brothers left work at 2:30. But all is well now and the brothers have their money.

Thomas Rigging had a short concrete pour at Lakeshore Elementary School. Brothers Clyde Raul was the operator and R. A. McMains was the oiler.

We extend to all of you our wishes for a Merry Christmas and a Happy New Year, and . . .

Brothers, don't forget to make one New Year's Resolution—"DONATE BLOOD." Just two words that mean a lot. By the way, Jan. 3, 1953 (Saturday morning), there are a number of brothers who are going to donate their blood. So please contact the S. F. office in order that we may all go in a group. Thank you.

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REPORT FROM THE OAKLAND OFFICE

Pacific States Steel Sets Pace for Crane Operators' Pay

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

Again it is time to write our portion of the report of the Engineers News. By looking at the out-of-work list we can readily see that the rains have come! While work during the past month has been exceedingly good for this time of year, with 380 men cleared to jobs, it seems that on Dec. 1, with the coming of the rains, there was a very definite slowing up of requests for men.

GETTING AROUND THE JOBS

The mechanics at Stolte Inc. shops are really kept busy at this time of the year doing major overhauling and repair work on the company's numerous trucks, caterpillars, and other types of equipment. According to Bro. Donald S.

Butcher, foreman of the truck shop, approximately 70 hours of work is required to do a major overhaul on a truck.

There are five mechanics on the Stolte payroll in the truck shop, and 11 in their Caterpillar shop, where Bro. Harvey E. Braden is the foreman. At the present time they have four D-8's in the shop to be overhauled, and each one takes 400 hours of work for a complete overhauling. In addition to this repair work, they are also making new style booms for Stolte's three North-West 6 cranes.

Orinda Excavating & Paving Co. has now completely settled in its new shop, office and yard located at Dunsy Drive and Mt. Diablo Blvd., in Lafayette. Seventeen engineers are currently on this payroll, but 10 of these men are planning to go down into the valley before too long to do land-levelling for the winter.

McCammon & Wunderlich have moved approximately 100,000 yards of muck on their new road contract at Mountain House. This state road realignment job calls for approximately 900,000 yards of excavation, and about 500,000 yards of station overhaul. The company started the

operators 2 miles east of Redman Overpass, and will complete the contract 1 mile west of Tracy.

Bro. Thomas L. Hewitson is the superintendent, George H. Henderson and John O'Leary are acting as foremen, and Casey Jones is the master mechanic. At the present time there are 34 members of Local 3 on this job, which will keep about this number of men busy during the winter months.

H. F. Lauritzen's truck crane operator and oiler are working like beavers building a couple of bridges across the canal at Pacheco, Bro. R. G. Chaney and Tony Evola are aboard the rig on this job.

Coast Pipeline Co., who has been working at Gregory Gardens, is about ready to move on to greener grass. Bro. Frank Jackson, of Coast Pipeline, claims to have more than a dozen Local 3 men on their payroll working in supervisory capacities on different jobs throughout the area.

The Harrison & Birdwell Quarry is buzzing with activity these rainy days with the following brothers on this payroll: Bro. Ben Edelman,

Roy Lee, Jimmy Maxwell, Floyd Carr, Jim Patterson and Ira Wills.

Ball & Simpson were awarded the contract for approximately 1 mile of freeway to be located between Oak and Cypress streets in Oakland, a project which will take approximately one and one-half years to complete. There is a considerable amount of preliminary work which must be done before the actual work on the freeway can be started. The biggest portion of the work will be the construction of three overpasses.

Bro. J. V. Bostick is foreman on this job, and during the past few weeks Bro. Willis Alexander has been on the Tournapal, H. C. Kelly has been on a D-8 dozer, Bro. Earl Bechtold has been on a skip-loader, and L. Ferdig has been employed as mechanic.

The relocation of facilities for Pabco Products, Inc., and the construction of the Eastshore Freeway between Ashby and Powell streets are progressing as planned, under the direction of the general contractor, Peter Kiewit & Sons. Since our last report, concrete caps have been poured under the relocated warehouse, and the rehabilitation of the warehouse begun.

Various pipelines and conduits have been installed, the extension of the pipe tunnel is substantially complete, and the placing of imported borrow material in the fill, along the Pabco Channel and on the graded areas has been started. Pre-dredging by Healy-Tibbets and Hydraulic Dredging Co. is being continued, and the installation of the 30-inch line for placing the hydraulic sand fill is progressing satisfactorily. Local 3 men now employed by Peter Kiewit & Sons on this project include Bro. Joe Fratas, Henry Vogt, Ole Schwab, C. E. Scantlin, John Haner and Cecil Baker.

While Bro. Bill Swan was operating a D. W. 10 for Macal Improvement on the DeVelbis subdivision job in Marin County, he turned a jeep over five times and walked away from the accident without a scratch. Bro. Swan must have had horseshoes in both pockets! Bro. Ken McCord, also on the Macal payroll on this housing project job, with his usual luck drew a brand new D-8 dozer. Bro. Sherman Smith and Shorty Copeland are also on this project.

A shutdown of three weeks' duration to do repair and maintenance work is now in progress at Fluor Corp., Richmond, where Bros. Charles Emery, Lee Cox and W. L. Ward, in addition to the regular crew, are getting in a few days work.

The East Bay is fortunate in having located in this area the steel mill which pays the highest wage scale to its crane operators of any steel mill in the country, namely Pacific States Steel Co. of Niles.

This mill has three open hearths and two electric furnaces kept going around the clock, seven days a week. Local 3 has 90 of its members employed at Pacific States Steel, working as crane operators, brakemen, and locomotive engineers. The normal working week is 40 hours, but work is scheduled so that each man gets in one extra day every fourth week, and of course, weather has no effect here.

According to Bro. Orville Teague, foreman of the crane operators, the average output of finished steel runs 14,000 tons per month. Bro. Al Wentworth, who is senior steward on the day shift of the 26-inch mill, has just got settled in a new home outside of Niles. Bros. Enos Olsen is steward on the day shift of the 12-16 inch mill. Bro. Troy Taylor, who is steward of the scrap yard crew, is operating a new 70-ton butane locomotive.

Bro. Kenneth Jones, who operates a crane in the electric furnace is steward in that department. Bro. "Spike" Marlin is steward of the open hearth, on the relief shift. The largest crane in the mill is a 250-ton crane used in the open hearth as a ladle crane. We hope to see Pacific States Steel continue

A YEAR OF REAL ACHIEVEMENT

• In reviewing the happenings of the past 12 months we find that 1952 has been a year of real achievement and accomplishment in all types of construction. It is our belief that the members of Local 3 can take a fair share of credit for the numerous fine improvements which have been made in the streets and highways of the East Bay area.

• As everyone will agree there is a very real need for still further developments and improvements in our highway system, and a need for more homes and schools. We are confident that the year to come will see a continuation of the work already under way, and the beginning of new projects which will serve two purposes, first that of providing work for our members, and second that of creating better facilities for the use and enjoyment of all.

• While the outcome on the political front was not what was expected by Labor, we can safely assume that as Americans we will go forward in the future as we have in the past. We would like to take this opportunity to thank each and every member of Local 3 for the splendid support and cooperation they have given the Business Representatives and the office force.

• With this support and cooperation we look forward to the continued growth of Local 3 in the year to come. In closing, on behalf of the Business Representatives and staff of the Oakland office, may we extend to all the members of Local 3 and their families, Season's Greetings!

to grow and expand in the future as it has in the past.

On Dec. 12 Clement & Co. of Hayward opened a new hot plant at Centerville, located just next to their old hot plant. The old plant has been producing 800 tons of asphalt per day. There will be an increase to 1500 tons of asphalt per day from the old and new hot plants combined. In the Clement shop in Hayward 10 mechanics will be kept busy during the winter months, doing repair work on their various types of equipment. A total of 40 engineers will be kept busy by Clement & Co. throughout the winter in their shop, hot plants and various field operations.

Ace Excavating Co. has a \$25,000 contract to do the filling and paving for a school to be built in Lafayette. Their portion of the work will take at least four months to complete and is now furnishing employment for 10 engineers, who are operating blades, dozers and tampers. This company will also do the excavating and paving on the Bret Harte School job in Hayward, a job of similar size. One of their smaller jobs is on the San Joaquin's Church being built on Hesperian Blvd. in Hayward.

Underground Construction Co. is now laying a 12-inch water pipeline on 98th Ave. for the East Bay Municipal Utility District. There are nine members of Local 3 on the Underground Construction Co. payroll at the present time, on this and other small jobs throughout the area, and it is their belief that they will be able to keep these engineers busy most of the time throughout the rainy season. Bro. Homer Covey, who is shop mechanic for Underground, tells us that they have lots of repair work lined up for the next few weeks.

Malfatano at Pittsburg has a yard full of equipment since the last heavy rains hit the Bay Area. This situation will probably continue until the ground dries out.

The firm of Tony & Manuel Lemos has five engineers working for it at the present time. It has just completed 60,000 yards of excavating on its church job in Lafayette.

At the Parr Richmond Terminal

800,000 tons of bulk cargo has been loaded on to ships during the past year. Whirleys, equipped with six-yard clam buckets, are used. Bros. Jack Moser and Forest Motter, working as dinky-skinners, have moved approximately 14,000 cars of cargo on and off the bulk dock in the past year. Bro. Homer Moore is foreman at Parr Terminal, and Bros. C. O. Aldredge, Jack McCuan, Rex Stamberry, Bob Hanson and Ted Burkhart are operating the Whirleys. Bro. Frank Walker is employed as switchman, Leon Huff as welder, Ralph McConnell as electrician, and Alec Imlach, Junior McKinney and Curly Price are doing the oiling.

DREDGE NEWS

Dredging work has slowed up considerably during the past month. There are some prospects for an improvement in this line of work in the near future.

The Hydraulic Dredging Co. began laying submerged pipe Nov. 25 on the Emeryville job, where they expect to get started pumping in about two or three weeks. Bro. Maury Walgrave is the superintendent on this job. Bro. Nick Carlson is the dredge captain, with Roland Davies as chief engineer, and Charlie Woods operating the derrick.

Work is progressing satisfactorily on the San Francisco Bridge Co.'s job at the PG&E steam plant at Pittsburg, with about 30 days more pumping to be completed. When this is finished they should be able to get started on their Alameda Naval Air Station job.

About 30 of the boys have been working on Olympian Dredging Co.'s pumping job in Stockton, which was finished up early in December.

The large clamshell dredges seem to have run out of work for the present. The Neptune went out on a short job, strengthening levees on the Webb tract. On Dec. 8 the Golden Gate went out on a barge job at Todd Shipyard in Alameda.

The Associated Dredging Co. has one of its small clam dredges, the Delt No. 1, in their Pittsburg yard for repairs. The Liberty is working off Belmont, and the Curlew is on the Leslie Salt development job near Napa.

The Leslie Salt Co. has their dredge, the Edwards, at Alviso, and the Mallard on the Napa River development job. Bro. Ed Dutra is the dredge superintendent, with Bros. Sam Passmore, Herman Shoemaker and John Clapper on levers on the Mallard.

ATTENTION—

We are still holding a considerable number of retroactive pay checks at the Oakland office. This money should come in handy for the holiday season, and we will appreciate it if those members who have checks awaiting them will pick up the checks as soon as possible.

Good Housekeeping Is Essential to Safety on the Job

(Continued from Page One) and projections and locate for safe access.

Inflammable Material.—Segregate by location and provide adequate fire protection.

Used Lumber.—Should be properly stacked, with nails removed.

Machine Areas.—Keep clear of debris, adequate working and maintenance space.

Shops.—Keep floors clean and free from oil or waste materials.

Waste Materials.—Provide convenient receptacles and frequent disposal facilities.

Driveways.—Keep free of obstructions, with designated pedestrian crossings.

Public Protection.—Provide adequate barricades and visible warning lights and signs.

Chicago man held under \$30,000 bond for using horse meat for hamburger: "They must think I ground up Man of War!"

News About the Brothers—

From Rangoon to Venezuela, And From Cats to Watches

A greeting, including a Merry Christmas to all, comes this month to all his friends in the local, from Bro. John "Red" Moore, clear across the world in Rangoon, Burma. Our last information about Bro. Moore came from Saudi Arabia, where he spent 18 months before going on to Rangoon. In Burma, Bro. Moore is working as master mechanic for the firm of Knappen, Tippetts, Abbott & McCarthy. His wife and young son are with him. Bro. Moore admits to being homesick for the U. S. A., and tells us that his copy of "The Engineers News" is always welcome.

Back in the Bay Area this month is Bro. George Gisel, who has just returned from six months work for Palmer Construction Co. in Alaska. Bro. Gisel was working on a tunnel being built for the Bureau of Reclamation, as part of a new hydro-electric power plant. At the time of Bro. Gisel's departure, it had been necessary to discontinue the work, due to the large amount of water coming into the tunnel, until drier weather returned.

Good luck with his hunting befell Bro. J. B. Jennings on his vacation trip to Idaho and Montana, as he was fortunate in getting a beautiful 12-point elk, at Ashton, Idaho, located near the northern border of Yellowstone Park. He tells us that fishing and duck hunting were also very good, and that he brought back some very fine color film of his trip.

Bro. Bob Lehto returned to the Bay Area for the first time in over a year. He has been working in Cummings, Calif., for Eaton & Smith on a bridge job. Bro. Lehto was telling us with a great deal of pride about his new 35-foot trailer, which even has a bathtub.

Off on another journey to far distant shores is our wandering brother, Mel Lambert, who has this time chosen Venezuela as his destination. He will be operating a shovel for Morris & Knudsen, who have a contract for 90 miles of highway in Venezuela.

Nine months of the year Bro. Bartlett C. Tucker follows the vigorous occupation of cat-skinning, but the other three months he follows a little more delicate occupation—that of watch repairing. We understand that Bro. Tucker, who has been at this work for five years, got his training from the best watch repairman in town. Any of the members who are in need of services of this kind will find Bro. Tucker at 711 Haight St., Alameda, telephone La. 8-9048.

Bro. Denzil Patterson dropped into the office the other day to tell us about his purchase of a 20-unit motel at Mt. Shasta. We want to wish him lots of luck on his new venture.

Bro. Albert Crum has also done some travelling during the last year, having spent six months operating a blade for Atlas Construction Co. in Africa, and then going to Labrador as grade superintendent on an airport job for the Drake Merritt Co. He is back in the Bay Area now, and thinks he will stay home for awhile.

We are glad to be able to report that Bro. Bill Billensly who suffered a severe eye injury some time back has now recovered and is back to work.

Friends of Bro. F. M. "Red" O'Donnell will be sorry to hear that he has again been confined to the hospital in Martinez. We are sure that Bro. O'Donnell would appreciate hearing from any of his friends in the local.

News Roundup From Utah

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

Dugway Jobs Shut Down; Area Digs in for Winter

Old Man Winter has finally caught up with our construction work, and has left many of the operators out of work. The jobs at Dugway have all closed down and most all the road work in the state. Myers Construction Co. has two operators still at Dugway. W. W. Clyde has closed down his jobs at Tooele and Dugway until spring.

Utah Const. Co. still has a few men on their payroll at Garfield and Bachus shops, with Bros. Frank Blazard and Don Poulsen as foremen. Jule Combe, Virgil Brown, Joe Case, Mac Ashworth, Tex Hennery, Bill Wright, Eugene Caputo and Darrell White, still on

the job and trying to compete with the weather.

Enoch Smith Co. is still going strong with his jobs, and hasn't had to lay off any operators. His job on 13th South has been a good job for several operators with Bro. Glenn Hyatt as super.

Bechtel Co. is still hanging onto their operator on their steam plant job but it won't last much longer.

Wright Engineering Co. has been making good time on their pipe job in north Salt Lake with Bro. Fat Smith on the hoe.

Utah Construction have most of their tunnel work completed at Lark and Bingham. There will be a few men that will go off these jobs to the new tunnel that U. C. has in Weber. This job should get underway soon.

Wheeler & Tempest are still going strong and have called for additional operators.

Theo. Wood has been able to hold his operators but it is getting rough for the work is so slow.

Chicago Bridge & Iron still have a few weeks' work on their tanks in north Salt Lake.

PERSONAL REMARKS

We extend our sincere sympathy to the survivors of Sheldon Larsen of the Price, Utah, shed. Sheldon was the victim of what must have been a very reckless driver, while he was flagging in Price Canyon. We hope some law can be enacted to cure such situations.

(As the Holiday Season is near, the representatives would like to take this opportunity to extend personal season's greeting to each and everyone of you fellows and to thank you for the fine cooperation and support we have received. MERRY CHRISTMAS!)

NEWS FROM THE MINES AND MILLS—

Vitro Wage Appeal Stalled; Gains at Kennecott, Lang Co.

VITRO CHEMICAL CO.

Due to the changeover in administration and the difficulty caused by the coal industry settlement no action has been taken by the National Wage Stabilization Board, at this writing, on our appeal from the action of the Denver board regarding the wage rates for mechanics. Several telephone calls, telegrams and letters have been sent directly to the board in Washington and to the AFL headquarters regarding this matter.

To date our only answer has been that because of the above mentioned difficulties, they have no idea when they will act upon our appeal; however, the headquarters of the American Federation of Labor informs us that they intend to apply every bit of pressure possible to see that our case, as well as others, is acted upon. Under the circumstances, we can only wait until something definite is heard from Washington.

While we hoped that this appeal would be favorably acted upon before we got too deeply into the negotiations for the agreement for the coming year, we are meeting with the company and hoping soon to have a favorable report for the membership. Watch for notices of meetings, which will be held just as soon as there is anything definite to report.

KENNECOTT COPPER

At long last an agreement has been reached with the company, which we believe is the best that has been reached in the entire

NORTHERN AREA

As most everyone is aware, work in this area has slowed down considerably, due to the winter weather. A number of the members will be busy overhauling equipment in the shops and working on a few jobs where snow and frost have little effect.

There have been a few small equipment rental jobs let by the Soil Conservation Service the past few weeks. These jobs are to be completed during the winter months when the water table is low. This work will keep a few members busy for awhile, mostly men who have worked for these contractors during the summer.

There are several road jobs that have been shut down for the winter and a few jobs completed the past few weeks.

The two interstate pipe line jobs have been completed and not any too soon, as the temperature has been well below zero in the mornings and 12 to 18 inches of frost to battle.

Young & Smith have about 30 days more on their bridge job in Weber Canyon.

The Fluor Co. expects to be able to keep a few members busy most of the winter on maintenance work at the Phillips Refinery.

R. E. McKee Co. has indicated it will keep their full crew busy on their warehouse job for the Army at the Utah General Depot.

Hilton & Carr have several small jobs they expect to work on this winter that should keep most of their men busy.

Gibbons & Reed have some work they expect to complete this season. The hot plant and oiling crews are shut down, and some of the fellows have gone on other equipment.

It is unfortunate that there is some slack time in the construction business. I guess that is something we all expect and most everyone is able to regulate things accordingly. Most all areas have some lost time due to adverse weather conditions.

Professor: "How far were you from the right answer?"
Student: "Three seats."

SCHEDULE OF MEETINGS FOR CONSTRUCTION, LANG CO., SAND & GRAVEL, IRON ORE MINES, VITRO CHEMICAL CO., AND KENNECOTT COPPER

Lang Co. Meeting: All called meetings in January.

Kennecott Copper Corp. Members: All called meetings in January.

Vitro Chemical Co.: All called meetings in January.

Thursday, Jan. 8, 1953, 8 p.m.—Sand, Gravel and Construction Members, Engineers' Hall, 1969 South Main St., Salt Lake City, Utah.

Friday, Jan. 9, 1953, 8 p.m.—Sand, Gravel and Construction Members, Labor Temple, 161 West First North St., Provo, Utah.

Friday, Jan. 16, 1953, 8 p.m.—Sand, Gravel and Construction Members, Labor Temple, Ogden, Utah.

Friday, Jan. 23, 1953, 8 p.m.—Iron Ore Mine Members, El Escalante Hotel, Cedar City, Utah.

SCHEDULE OF STATE ROAD MEETINGS

Tuesday, Dec. 30, 1952, 7:30 p.m.—Labor Temple, Provo Utah.

Friday, Jan. 2, 1953, 7:30 p.m.—Cache County Courthouse, Logan, Utah.

Tuesday, Jan. 6, 1953, 7:30 p.m.—Engineers' Hall, 1969 South Main St., Salt Lake City, Utah.

Roosevelt—Will notify by mail.

Cedar City and Fillmore—Will notify by mail.

STATE ROAD

We now enter that season of the year when good will abounds. We sincerely hope that as a result of our efforts in your behalf you have reason to feel that we have helped make the past year better than the preceding years.

It is gratifying to us to know that the long awaited pay-off from the State Retirement Fund has been pretty well taken care of. No doubt, taxes will eat up a considerable percentage of it and most of the balance will go for Christmas spending but it will save you the worry of having to dig it up from some other source and should assure you of a better Christmas.

While we are not seeking praise, we can't help but feel good over the expressions of appreciation received from you for the efforts we put forth in the last two special sessions of the Legislature to make possible the enactment of the Social Security set-up over the old Retirement Act.

The enemy in these parts to construction, snow and frost with all the complications, has set in with a bang. This means that our good brothers who maintain the highways are at it with all their "know how."

The song, "Time Means Nothing To You," can very well be applied to these boys. When there's snow to move, they stay with it until it's moved, thus assuring thousands who travel these highways a helping hand. We get around a good deal and it's good to know that if we happen to get stuck in a snow bank, some state crew will be along before too long to pull us out. Thanks from all of us, fellows.

We talked to the commission and it appears that the new rule on overtime will be cleaned up very shortly. We have a few other matters pending which we expect to have cleared up by the next issue.

back checks paid to our membership.

If this should not prove to be the case, then through the shortcut rules of the board, it should be possible to have the rates in effect and the back pay paid at least in time for our membership to pay their Christmas bills. We are sorry about the delay but it was caused by a matter beyond our control and every effort possible is being taken to hurry this matter up and to get our membership the money.

LANG COMPANY

As announced in our last issue, the board has approved the new rates agreed upon by the company and your union, and these rates are being paid and the back pay has been paid to our membership. Also, due in a large way to the efforts of your union, several men of our membership have been promoted to higher paying jobs and we are that much closer to persuading the company to place our ideas on classifications and promotions into the next agreement.

"I made this pudding all by myself."

"Wonderful! But who helped you lift it out of the oven?"

BRING EAR MUFFS ALONG TO REDDING

By E. A. HESTER
Business Representative

The old weather man has finally arrived, about 30 days late. Came in with terrific speed, a 55-mile gale, leaving the surrounding mountains all blanketed with snow. Out of Redding, north, east and west, chains are necessary. Earmuffs and overshoes are advisable.

A. Teichert & Son on the freeway at Dunsuir have decided to call it quits for the winter. Seems that all of their men are headed south where they have other jobs to go to.

Natt McDougall & Co. completed their project on the Klamath River and are moving their equipment to a new job near Eugene, Oregon.

The Judson Pacific & Murphy Co. finished the pier on their bridge job near Horse Creek, Calif. They plan to come back next spring to set the steel and finish the deck.

The Ravendale job is down for the winter, but not finished.

George R. Patterson, at Harrison Gulch, didn't quite make it! The weather shut them down. The same thing applied to M. W. Brown on his project near Harrison Gulch.

Erickson, Phillip & Wiesberg are finishing up their job at Los Molinas. They also have another job to go to in the Bay Area.

Bro. Bob Kurtz, superintendent for Fredrickson & Watson, is up and around again. The firm seems to have plenty of work which keeps a bunch of our Engineers busy.

The Walsh Construction Co. are making good progress on their tunnel project at Big Bend. Mr. Les "Haywire" Huntington stated they should be opening up another heading before long. Of course, this depends a great deal on the weather.

Anson Smith is still working at the Manton Fish Hatchery, and it looks like there is a lot of work left to be done.

We have a few small jobs that will hobble along through the winter. Work is never very plentiful in the Redding district during the winter. However, a good year, better than ever before, is anticipated for 1953.

Well, brothers, this just about winds up my report for 1952. This being the last "news" letter, I wish to extend to each and everyone of you (and your families), a very Merry Christmas and a Happy and Prosperous New Year.

Mrs. Flanagan: "Was your husband in comfortable circumstances when he died?"

Mrs. Murphy: "No, he was half way under a train."

MIGRATION TO FRESNO; OUT-OF-WORK LIST LARGE

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

The T. C. Bateman Construction Co. of Dallas, Texas, submitted a low bid of \$3,250,000 to the Corps of Engineers for construction of a hangar and parking aprons at Castle Field Air Base near Merced, California. This job of course will not start for approximately six weeks. However, it will provide work for quite a few operators throughout the spring and summer months.

At the present time on the base we have the Van Volkenburgh Co., Peter L. Ferry Co., Valley Trenching Co. and Concrete Supply Co., all working on smaller contracts.

The Moseman Construction Co. is still busy on their Merced River Bridge job north of Livingston and should start deck coring soon.

Barrett & Hilp Co. have completed work on their housing project at Castle Gardens.

Frederickson & Watson are still working a small crew on Highway 99, north and south of Merced.

In Madera County the H. Earl Parker Co. have cut down their Bureau of Reclamation canal contracts to a one-shift operation for the winter and are continuing to work as the weather permits.

In the Fresno area work is still continuing at the Fresno State College site with Trewhitt Shields & Fisher, Swenson Co., Kovich Bros., Gene Richards Paving Co., Paul Woolf and W. M. Lyles Co. working on various phases of the project.

Nomellini Construction Co. of Stockton have started work on two large outfall sewer jobs for the City of Fresno and will keep several of the brothers busy during the winter.

Thomas Construction Co. have moved in and started construction of the Weber Street overpass at the junction of Highway 99 and North H Street in Fresno.

Ted Baun Construction Co. have started grading operations on their Dickinson Avenue job; probably will be delayed on paving operations until drier weather.

John Delphia Co. is moving in a spread of cats on a road job for the Bureau of Public Roads at Friant. Pop Foster will road the job.

There is quite a bit of subdivision activity throughout the area, keeping most of the paving and grading contractors busy. The gravel plants on the San Joaquin and Kings Rivers are all working to capacity and will continue to build up depleted stock piles.

Eaton & Smith Co. now have several pieces of equipment working on their Highway 180 job at Squaw Valley. This job will continue throughout the winter as weather permits.

W. M. Lyles Co. will start a sanitary sewer job at Reedley within the next two weeks.

Activity in the Oilfields area, Coalinga and Avenal, has slowed down considerably during the winter months. However, most of the brothers are keeping fairly busy on maintenance work.

In Tulare County activity remains about normal with Gordon Ball Co. and Trewhitt, Shields & Fisher working on Highway 99 at Pixley and Tulare.

United Concrete Pipe plant is operating on a two-shift basis; Colton Concrete Conduit is working one shift and American Pipe & Construction Co. is temporarily shut down.

Fred Oliphant Co. is still busy on their highway job between Porterville and Springville. This company has various other small jobs in progress both in Kings and Tulare Counties.

Land levelling activities have not as yet come up to expectations! however, this is probably due to early rains and late cotton harvest.

Word received from the Bechtel Corp. is that work will resume on the Vermillion Valley Road access sometime in the spring, as soon as snow conditions permit.

The Southern California Edison Co. have not yet received permits for the construction of either Vermillion Valley or Mammouth Pool Dams. However, these projects are still expected to start this spring.

At the present time our out-of-work list is exceedingly large, due mostly to the brothers drifting in from the north and jobs being completed. However, the work out-

look for the future is good and we anticipate a very busy spring and summer ahead.

Word from Sacramento is that the four-laning of Highway 99 in the valley from Delano north will be stepped up to be completed within the next two years.

Will the out-of-work brothers please take notice! You now have time on your hands. Please take time to donate a pint of blood to the Engineers' Blood Bank.

To the members and families, may we—PETE, LYNN and JO—wish you all a very merry Christmas and a Happy New Year.

LAND LEVELLERS HEAD SOUTH FROM STOCKTON

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

With the last downpour of rain which we experienced a number of the land levellers, better known as the "dust bowl kids" were around the office spinning some "tall tales" of the past land levelling season which was extremely good—both jobs and stories.

At this time most of the boys have their eyes on the Bakersfield area, where a number of the local contractors have taken their rigs. Of course, this is in Local 12's jurisdiction, but several of the boys have already left with their individual rigs.

Some of the contractors who are down there from this area are: P. G. Andrews, Bud Wells, Louis Erickson, Chet Eayrs, Bond and Rushing, W. Arnold and Son, H. Jenecke, Frank Taylor, C. V. Kenworthy, who is moving rigs now, and possibly Geo. Patterson who is looking at a job near Arvin, Calif.

The new land levelling agreements are out, bringing the scale for Pulls, Jeeps, Blades, etc. up to \$2.65 per hour; \$2.50 for tractor operators, and \$2.10 for oilers and mechanics—helpers. We are in process now of signing up the contractors on this new agreement so it should not be long before everyone is getting the new rates.

Well, friends and brothers, it is getting near that time of the year where everything and everybody is lit up with Christmas cheer, so here is hoping you get your share of the good things for Christmas and the New Year.

Bouquets of appreciation to the following brothers for their contribution to the Operating Engineers Local No. 3 Blood Bank: Renny Burroughs, Forest Pritchard, Carmen Silverri, Darrell Allen, Walter Talbot, Kenneth Norris, Bob Goodenough also Brother Virgil Smoot and his lovely wife, Marjorie.

Thanks a lot, fellows. It is sincerely hoped that we will never have the occasion to draw on our Blood Bank for any of our members or their families, but at the same time it gives a person the satisfaction and feeling of security to know it is there, if it is ever needed.

We are still short, and if any of you brothers feel you can contribute a pint of blood to the Engineers' Blood Bank we will be happy to make all the necessary arrangements at the blood center here in Stockton for you.

Brothers, check your cards, we have quite a list of members who are about to become suspended. Don't let it happen to you—keep your card paid up to date and it will protect your insurance if anything should happen to you.

The Engineers in the Stockton area have enjoyed an open fall season and most of them have taken advantage of the oppor-

ATTENTION 3E ENGINEERS

There will be no meeting of 3E Technical Engineers this month. The next meeting will be held Jan. 23, 1953.

Effective Jan. 1, new dues rate for 3E Technical Engineers will be \$4 per month, payable quarterly.

Predicts Easing of Critical Materials For Sewer Projects

Effects of the 1952 steel strike on water and sewer projects—if any—will not become apparent until the second quarter of 1953, a Government spokesman declares.

James C. Crenshaw, new head of the Water Resources Division of the National Production Authority, said he expects a large increase in applications for allocation of critical materials to water and sewer projects in the second quarter.

He admitted, however, that the level of applications in recent quarters did not indicate any big backlog of projects.

He said a revised critical materials procedure will go into effect May 1, or sooner if NPA decides, permitting self-certification for much larger amounts of critical materials, which will permit many smaller water and sewer jobs to go ahead without NPA approval.

tunity to stack away a few bucks to tide themselves over the winter months that are now upon us.

Monday, December 1, in the a.m. we had our first general rain of the season that struck with the force of a small hurricane and by noon the jobs were pretty well buttoned-up for the winter.

Brother Jimmy Cook and R. W. (Bob) Sickels are on the National Iron Works, Lorraine Truck Crane at the paper plant in Tracy, and at this writing have about half the building ready for siding. They expect to finish in about two weeks.

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Field Surveying Report

Gousha Map Co. Pays \$1,700 To Two Discharged Workers

By AL BOARDMAN and BILL MINAHAN, Business Representatives

The union was notified last week that the Gousha Map company of San Jose had paid two of its members \$850.00 each in back wages and posted a notice on the company's bulletin board to that effect. It has also promised that it would no longer discriminate against union members and that Local 3 has full rights to organize its employees.

The Gousha Map company is a Chicago-owned firm whose main clients are the major oil companies who have their road maps drawn by this firm. For this exacting work the company pays its draftsmen on an average of \$1.25 per hour!

When your business representative attempted to organize this plant last spring, the company reacted in the usual manner; it fired the two leaders of the movement. It not only fired them but also took steps to deprive them of employment insurance and future employment.

The union filed an unfair labor charge against the company and after an investigation by the NLRB the Gousha Map company agreed to pay the back wages and post the notice.

The Santa Clara County Civil Engineers & Land Surveyors Assn. has failed to meet with the union in conformity with the wage opening clause in its agreement. This association is in violation of the agreement and is subject to economic action by the union.

A new association of Land Surveyors has been formed in the Napa-Vallejo area and the union is scheduled to meet with them soon. These firms in the past have been under individual contract with the union.

Rains have played havoc with many of the jobs in this area, and for the first time in many months we have a large out-of-work list.

The engineering firm of Edwin Brunton, of Martinez, has been placed on the Contra Costa Building & Construction Trades Council's "We Do Not Patronize" list.

The Pacific Manufacturing company of San Jose and the union have held preliminary meetings concerning a new contract covering Mill Draftsmen for 1953. The company has offered a welfare plan.

Printed copies of the Bay Area Civil Engineers & Land Surveyors Assn. Master Agreement are available at the union office.

The American Society of Civil Engineers was 100 years old in November. The main purpose of the society is to advance the sciences of engineering and architecture. This work it has done well. However, civil engineers have fallen far behind the rest of the professions in the economic rewards for their work.

This is partly due to the dominance of the profession by governmental agencies and the control of the society by employer groups. In the past engineering promotion has been based on cheap engineering costs. The meanness and squalor of the sub-professional classifications have long discouraged the engineering graduate from practicing his chosen field, until today in a time of national emergency, the nation finds itself stripped of young engineers.

Your union has long believed that a man becomes a professional when he can command a professional fee. All others who work for salaries or wages are sub-professionals.

The editor of a Wisconsin newspaper says that his father had eight sons and all but one of them became editors. The exception became a doctor, who treated his brothers for ulcers.

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HOISTS, TRACTORS TAKE HEAVY TOLL Big Highway Program, Lots of

Boom Cranes Are Major Cause of Deaths, Injuries

How dangerous is the type of rig or equipment you are working with?

What are the most common causes of lost-time injuries or deaths in the use of this type of rig?

Local 3 is taking steps to provide some of the answers to these questions for the information and benefit of members, with the assistance of the Division of Industrial Safety of the California State Department of Industrial Relations.

The Division of Industrial Safety is cooperating with Local 3 to provide special information on equipment commonly used by the Operating Engineers. This kind of information has not been available to us previously, being lumped in with the general statistics and reports on all types of construction industry accidents.

This month we have been furnished for the first time breakdown figures on lost time accidents caused by two types of equipment operated by Operating Engineers Local Union 3 members—hoisting apparatus of various kinds and tractors.

Hoisting apparatus was a principal cause of construction industry accidents in 1951, the Division of Industrial Safety disclosed.

There were 2170 lost-time injuries and 36 deaths due to mishaps involving the various kinds of hoisting apparatus.

Included in this equipment classification are cranes of all types, derricks of all types, hoists of all types and yarding equipment.

The figures cover only injuries which kept the worker away from his job beyond the day of the accident and only workers covered by the state workmen's compensation act, which leaves out federal employees, maritime workers, railroad workers on interstate runs and almost all farm employees.

The biggest number of injuries was caused by boom-type cranes, which were responsible for 470 injuries—more than half the 832 injuries caused by all types of cranes



SAFETY PAID OFF—The operator escaped injury when a 90-foot tree, 26 inches in diameter, crashed on this tractor. The tractor had a steel canopy and the operator wore a hard hat. The canopy was buckled and the hard hat caved in—but the man's skull was intact. Too many other operators weren't so lucky—or so careful—as the accompanying article shows.

—and 14 fatalities, by far the largest number of deaths caused by any single type of equipment.

Hoists, including chain hoists, block-and-tackle hoists, air hoists, electric hoists, car lifts, etc., were the second biggest cause of injuries—793—but caused only 3 deaths.

Yarding equipment was responsible for 345 lost-time injuries and 7 deaths. Derricks were credited with 200 injuries and 6 fatalities.

The main types of accidents involving hoisting apparatus were those in which the injured persons were struck by, or caught in or between the hoisting apparatus and its load or adjacent objects.

Thus, 491 injuries were caused by cranes striking the victims, while 180 persons were injured when caught in or between cranes and nearby objects.

Injuries from hoists follow almost identical proportions—474 victims being struck, 181 victims being caught.

Falls are a major cause of injuries only in the case of boom cranes—almost one-half of all the reported injuries from falls (42) involving this type of rig.

A surprising angle is that although the special function of

hoisting apparatus is to lift mechanically instead of by human muscle, over 7 per cent of all injuries tallied in the report are due to "strain or overexertion."

Injuries through contact with electric current numbered only 31, a very small proportion of the overall total, but they present a special and serious hazard in the use of one type of hoist, the boom crane. Twenty-three of the electrical shock injuries involved boom cranes, a fact which emphasizes the importance of caution in operating such rigs in the vicinity of high tension or other power lines.

Much less numerous were the disabling injuries to non-farm workers caused by operation of tractors.

There were a total of 454 such accidents reported to the Industrial Safety Division in 1951.

Tractors overturning caused the largest number of injuries in this group—78. Other lost-time tractor injury causes were: run over by tractor, 60; falls from tractor, 45; collision of tractor with obstacles, 38.

There were a total of nine fatal accidents during the year involving tractors.

DUCKS AND GEESE HUNT COVER HERE

By WM. C. WAACK and LES COLLETT
Business Representatives

Here it is the first day of December and the first real hard rain of the year has hit the Marysville district and is coming down by the buckets at this writing. We fear even the ducks and geese are hunting cover today.

Morrison-Knudsen Co., Inc., just finished their tunnel repair job at Pulga in the Feather River Canyon and some of the local boys went to a job in Arizona for them. However, the rest of the brothers hit our out-of-work list. This same company now has 16 members on the PG&E tunnel job at Stirling City, with Bro. Howard Rice acting as mechanic foreman.

The Utah Construction job on the Western Pacific Railroad tunnel relining job above Greenville will no doubt start pouring this week, barring bad weather. G. W. Foster is the new project manager on this job and will employ about eight or nine members through the winter months. It will be a cold and snowy job, for even in June you can see snow in that country.

The Richter Bros. of Oroville will have to shut down operations on their Oroville Wye job now—at least until spring. The Highway Department has as yet been unable to tell if they will let the other portion of this job in the spring, but we suspect so. H. W. Ruby Co. still has some work on the bridges on their Chico end of the job and will get in as many days as possible.

J. Harold Shaver has a cat or two on the move all the time in this area. Archie Till has two rigs

on the levees around Hammonton, for the Gold Fields Co.

H. Earl Parker has just finished the four sites on the Sacramento River below Grimes, Calif. However, this company has several brothers in the shop on repair and quite a few on leveling under Bro. Vern Hawkins.

Stolte-M. & K. Co., Inc., keep busy at Beale Air Force Base with about 10 brothers on the payroll, and it seems as if more work is coming up there all the time. Altermatt & Creasy have the storage tank job on the base with Bro. Arky Brazil on the dragline and Will Strickland oiling for him.

Rice Bros. have curtailed operations on their road job in Yuba City and according to the company officials, they have nothing new coming up in the area at present, but will repair equipment, crush and stockpile gravel and hot stuff as needed.

The Thirteenth District Agricultural Association has awarded a contract for an exhibit building on the fair grounds of Yuba City for \$69,417 to daRoza & Ribal of Dutch Flat. It is not known when the job will start.

H. W. Robertson is going good on the county building job opposite the Courthouse in Yuba City and called us for a hoisting operator as they make a pour.

The Butte Creek Rock Co. in Chico has the regular men on the job and nothing new until spring. Bro. Slim Cleland, old time shovel operator on this job, has been sick. Bro. Larry Wells has been on vacation, and a real tragedy struck Jack Bristow, another brother employed by this company. Last week, his young daughter, Nadine, was

drowned with a young girl companion near Chico, and our heartfelt sympathy goes out to Bro. Jack and his bereaved family.

Mrs. Emma Rice, the mother of the Rice Brothers Contractors of Marysville, passed away and her remains were taken to Texas for interment. Our deepest sympathy to Lester, Doc, Louie and Lewis.

Bro. Hal Turman of Orland, one of our better cat operators and union men, died last week and was buried Saturday. Our deepest sympathy goes to his widow and children.

Bro. Jack Tittle of Princeton is seriously ill in the hospital and we hope and pray for his early recovery.

Brown & Krull are doing a levee job on the Yuba River, upstream from Marysville. The job was \$34,000 for the Corps of Engineers.

This is about all from Marysville for this month except to say that the time is approaching when our thoughts turn to "Peace on Earth and Good Will to Men," so we of the Marysville office—Bill, Irene and Les—say, "Merry Christmas and Happy New Year" to all members and their families.

We are holding in this office a check for Bro. Lon Davis, a Local 3E member. We would appreciate it very much if Bro. Davis calls for this check at his earliest convenience.

★ ★ ★

Blonde: "My boy friend is very obtuse."

Redhead: "Meaning what?"

Blonde: "Well, when I drop a hint, I have to tie a bell on it."

★ ★ ★

Demand Union Label goods and services.

By OHET ELLIOTT
Business Representative

At a recent meeting of the California State Highway Commission over \$7,000,000 was allocated for new highway construction extending from near the southern boundary of San Francisco county through San Mateo county to the Santa Clara county line, adding new links to the present six-lane Bayshore Freeway. Bids will be advertised on these new units the first part of 1953. One unit costing over \$4,000,000 will complete the freeway from the city limits of San Mateo to Redwood City; the other unit costing over \$1,000,000 will complete the causeway from South San Francisco to Candlestick Point.

This latter unit for bid indicates the state engineers are now convinced of the feasibility of this project which up to now has been carried forward on an experimental basis. These projects will furnish plenty of long-time employment for members of Local 3.

Due to the heavy rainfall of the past few weeks most of the heavy construction jobs in this area have been temporarily shut down. As a result many of our worthy brothers have placed their names on the out-of-work list. However, the work is still present and available to them as soon as the weather permits.

MORE INSIDE WORK

As usual when the wet weather slows down operations in the field most contractors add more members to their shop crews. Several Heavy Duty Mechanics have been cleared to shops in this district to repair the equipment and get it in readiness for the coming season's work.

To date in the Rock, Sand & Gravel Plants and the Building Material Plants in this area most of the Engineers have remained steadily employed due to the fact that when it is too wet to operate there is usually plenty of repair work to be done that has been neglected during the busy season.

While visiting the plant of the Consolidated Chemicals Co. with Brother Vandewark, your representatives contacted Brothers Monroe, McCoy, Casey, Potter and DeRay who seemed to be happily engaged in their work.

PIPELINERS ACTIVE

Throughout the Peninsula district the phenomenal growth in population has created need of many new sewage disposal plants, storm sewers and pipeline installations of all types.

The Engineers Pipeline Co. from the East Bay with Brothers Casey, Plemons and Kammeyer are working industriously between rains on pipe line construction at Belle Haven.

The Kerry Construction Co. also of the East Bay with Foremen, Brothers Hunt and McAllister, assisted by operators, Brothers Bowers, Edwards, Jones, Burger, Harrison, and several others are endeavoring also between showers to complete pipeline projects in Atherton and Redwood City. At Menlo Park, McGuire & Hester of Oakland have a crew of Engineers consisting of Brothers Holmes, Stratton, Stewart, Johnson, Fogt, Swan, Carrigan and several others who are busily engaged, when the weather permits, in completing their pipeline job.

FAST-GROWING OUTFIT

It has been interesting to this representative of Local 3 to watch the growth and expansion of firms over a period of a few short years in the Peninsula district, some of which have been mentioned from time to time in the Engineers News.

At this time recognition is given to the firm operating under the name of Fiske & Firenze. Not too long ago Brother Fiske was the only Engineer employed on their operations, but gradually as the business grew more Engineers were added to the crew.

At the present writing we have Brothers Fiske, Firenze and Swatters operating the equipment for

this enterprising firm. The original headquarters have been outgrown, and they have just recently moved to a new and larger yard and shop in the industrial section of Burlingame on Rollins road. Good luck, Brothers, in your venture.

Brothers Kauffman, Palmer and Biolsi at the Boranda Red Rock Quarry at Portola are engaged in a full-capacity operation.

STAND BY FOR CLEAR WEATHER

The Ben C. Gerwick Co. with several derrick barges stretching from the San Mateo to the Hayward side of the bay, employing a crew of 20 Engineers, have their contract for the erection of towers for the Pacific Gas & Electric partially completed. This job runs parallel to the San Mateo Bridge.

There is not much encouragement to offer at the present time, Brothers, as to when these dormant projects will become active again; however, as was mentioned previously in this article, the employment will be available to you when the weather permits.

In closing this report I would like to take this opportunity to wish you all a Merry Christmas and a Happy New Year.

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Certify Local 3 At Fallon, Nev., Kaiser Plant

By H. L. SPENCE and J. W. BARR
Business Representatives

Operating Engineers Local Union No. 3 was certified by the NLRB as the bargaining agent for the Kaiser Aluminum & Chemical Corp. plant near Fallon, Nevada.

There is a fine bunch of fellows out there. E. J. Kelley, J. Hammond and Dick Bottom are on the committee to draw up the agreement. Bro. Mike Chambers, the "Seniority Kid," seems to have a few problems on his mind, but I am sure they will all be ironed out soon.

Bill Ericson has a lot of good ideas about the agreement, but Bill is an old-timer at the game and knows his way around. Carl Plocher, the Master Mind of the Maintenance department, has his hands full keeping the plant going, but he is just the boy that can keep things rolling.

Mr. Jay Shumaker, an ex-member of the Operating Engineers, is the Plant Super, and we find him a very fine man and are sure he will cooperate in every way possible with the union and the fellows in the plant.

Silver State Construction, better known as Andy Drumm Jr., and his crew are doing some land leveling around Fallon, Nevada. Drumm had to move Bro. Charles "Red" Melendy in from the Ranch and send him on up to the Denio job on Highway 8A, to get that job started so the rest of the crew could get rolling. Everyone knows "Red" is the lead-off man for the outfit. Of course some of the other brothers like Leonard Miller and Chip Montrose, the Boss, help him out from time to time.

Bro. "Jug-Head" Stephens has learned to like the Drumm outfit. Bro. Joe Solaequi tells me he is a good operator and they expect to keep him all the winter, if possible. Bro. Al Montrose has moved his Blade out to Drumm's Ranch to Blade up some of the roads. That Al is quite the Blade man. He has lots of points. Gets to go on all the jobs as long as they are out of town jobs.

Bro. Bud Clem has himself a life time with the Drumm outfit, running the Northwest shovel. But he is entitled to it as he is one fine operator. Looks as if Bro. Joe Solaequi's operating days are over. (Continued on Next Page)



(Photo Courtesy Independent-Journal Marin Magazine)

MAN-MADE LAKE WILL RISE HERE—This is a view of the site of the proposed "Big Carson" dam on Lagunitas Creek in Marin County, with broken white lines roughly indicating the future position of the big earth-fill structure

which will create a five-mile-long reservoir containing more water than all of the county's water reservoirs put together now hold. This will make jobs for quite a few Local 3 members next year.

'BIG CARSON' DAM: WORK FOR US, MORE WATER FOR MARIN

Operating Engineers Local 3 members will be moving lots of dirt in Marin County next year, and when they are through the county will be a far step forward with the water storage program that has made it one of the few counties in the state to keep consistently ahead of its water needs.

The big new project is the "Big Carson" dam planned by the Marin Municipal Water District. It will be an earth-fill dam thrown across a narrow neck of Lagunitas Creek near the south boundary of Samuel Taylor State Park.

When it is completed—in time to catch next winter's rainfall runoff, Water District officials hope—it will create a new lake five miles long, covering more than 300 acres and containing five and one-half BILLION gallons of water.

This new reservoir alone will hold 25 per cent more than all four of Marin County's existing water storage dams—Bon Tempe, Lagunitas, Phoenix and Alpine.

The "Big Carson" dam will require about a million yards of fill. It will be 185 feet high, 730 feet across at the top, 1,500 feet thick at the base, sloping to a 30-foot thickness at the top, with rock facing both up-stream and down-stream.

Water District officials caution that the more than doubling of Marin's present water supply does not mean that there will be water enough for more than double Marin's present population.

In recent years the per capita consumption of water has been spiraling, due to wider use of automatic washing machines, dishwashers, and similar appliances. No one knows exactly what the per capita consumption of water will be eight or ten years from now, or what population and industrial growth may occur.

It seems safe to say, however, that the new storage dam will as-

sure a continuing adequate water supply for Marin County for some time to come.

Bids for the project, which it is thought will cost about \$2 million, won't be called for until February but the Water District recently called on interested contractors to make their inspections before the winter rains make the dam site difficult to reach.

The preliminaries to construction have been finished, including logging off the reservoir area, diamond drilling of the dam site to assure that the bedrock will bear the weight of the dam, and stripping off of topsoil in the area to be covered by the dam.

Small Crews Still Working At Modesto

By C. L. CASEBOLT
Business Representative

Kleinsmid Construction Co. and Ukpoina, Polich & Kral have shut down for the winter in the Cherry Valley district.

Owl Construction Co. will do their best this winter clearing the snow so that they can keep cutting keyways.

At the Fish Hatchery, Maxwell is doing the grading.

Granite Construction Co. is still working on the Melones bridge job. Crews are cut down, however, on account of the inclement weather.

M. J. Ruddy is working only shop crews.

Standard Materials Co. — working only small jobs in their vicinity.

United Concrete Pipe is still working on the Hetch Hetchy project with one engineer, one carpenter and one laborer.

U-K-P valley crew is down to three men, two foremen and one mechanic.

All rock plants are working: Santa Fe Rock & Gravel, Putnam Sand & Gravel, Standard Rock & Gravel and F. Marks, Jr.

The E. J. Solomon Co. is making plans for a huge Christmas celebration, according to reports. The King generally exceeds all expectations. Here is hoping he has a very Merry Christmas with all the 'trimmings' and a prosperous New Year. That goes double to all the brothers as well.

HOLD PRE-JOB CONFERENCES ON SACRAMENTO PROJECTS

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

We could begin this column with a gross understatement by saying that winter is now upon us and it has rained slightly. But if there is anyone around here that doesn't know it's winter and isn't aware that it has rained like mad, someone should take steps to see that these poor individuals are buried—for, brother, believe me, they're dead!

It is difficult to give a very accurate picture of the jobs running in the area now because conditions vary from day to day according to the weather.

One trend that is prevalent on all jobs is the decrease in the work force. This is a trend that will not be reversed until late spring at least.

During the past month we have had pre-job conferences with contractors who will be starting jobs in the area when weather permits—the Fred J. Early Co. and Stolte Co., successful bidders on the sewage disposal plant, and the Tarlton Const. Co. of St. Louis who will construct the Camp Creek tunnel.

The overall picture for the area is the usual one that prevails throughout the winter, a large out-of-work list. From this we draw the conclusions that if you have a job, hang onto it, and if you are seeking work, this is not the most likely spot to find it.

Considerable time during the past month has been spent in trying to get the Rock, Sand and Gravel Industry welfare plan into operation. This has involved getting the brothers signed on enrollment cards, checking their back claims and attempting to familiarize them with their coverage.

Those brothers employed by members of the Rock, Sand and Gravel Producers' Association have all been enrolled and we hope to have all brothers who are employed by independent producers enrolled by the time this edition is printed. Any of the brothers who are working in this industry and whom we may have missed should contact us at once.

HERE AND THERE WITH THE BROTHERS

Red Rodgers repairing auto radiators; Bill Rodgers helping Pop; Chris Berg back to work after an accident; Ward Moyer draglining down the delta; Harry Bales vacationing; Mike Hammer taking over; Henry Moretti blading; How-

ard Cottrell rolling Labor Center's parking lot; Lee Young, capping up; Red Gorham rained out; Bill Rafferty trenching; Don Autrey looking South; Lee Roeder bass fishing; Stirling Pirtle moving; Ed Carter drying sand; Howard Green selling insurance (WA 5-8120); Virgil Guptill looking over the Labor Center; Ralph Roediger welding; Stub Cossairt jeeping; John Kauffman batching; Jack Brady backfilling; Willis Carrey, Vic Nelson and John Jaquish at Sly Park for Tri-Con; Ira Bashaw in from Taylorsville; Clinton Nelson for American Pipelining Co.

Bro. Bob Parker was in with the largest collection of equipment watch fobs we have ever seen. Bob is on the lookout for additions to his collection.

Better luck and better health in the future to Bro. Danny Furrer who has just been released from the hospital. Trying to save a co-worker's life cost Danny two of his fingers. Our admiration to Danny! Our sympathy to the family of young Don Myers.

Better health to Clem Marchant who has been down with pneumonia. Also to Bro. Jack Dodson who has been laid up for five weeks with a broken hand.

In business: Bob Patrick, a dragline, Yreka 463-W; Frank Dodd, Fordson and attachments, GI 3-6761; John Mergrauer, a portable track press, Yuba City 3-4790.

We would like to call the attention of the brothers to the service station located on the parking lot of the Labor Center here in Sacramento. This is your station. It was erected for your convenience, the proceeds, if any, to be returned to defray the building expenses. You may obtain a discount here. It needs your patronage. Give it a try.

IN CLOSING, we of the Sacramento office, Ed Park, Hal Clark, Bill Minahan and Rose Steinbacher, wish to take this opportunity to thank all of you for the cooperation you have extended us during the past year. May you enjoy your Merriest Christmas and find the new year to be a kind and prosperous one.

Overseas Report

MAIN NEED IS FOR HEAVY-DUTY MECHANICS

By RUSS SWANSON

There has been very little activity overseas the past few months. But the activity has increased somewhat during this period for certain classifications, principally H.D. mechanics for various localities and a few shovel men for Guam.

We have been in constant contact with Al Kincade, who is in charge of hiring for M&K and Atlas Construction Co. here on the West Coast. He informs us they need about 20 H. D. Mechs. in French Morocco, and there are a few calls for hard rock shovel runners and H. D. Mechs. in Venezuela.

It seems as though the Venezuela jobs have not come through as was expected. This delay may be for some time and Al will inform us when and if there are any Engineers needed.

B-P-M (Brown - Pacific - Maxon) have been sending a few of the brothers to Guam. At present they need 3/4-shovel and dragline operators and heavy-duty mechanics. This is a one-year contract. There have been some catskinners go over. On contacting the contractors, we find there are no more openings at this time.

Contractors Mid-Pac have had a few jobs for master mechanics. A few of our members have signed applications with this company. Their work is in the Philippines. The brothers are working along with the Seabees, as supervisors more than as mechanics. This is also a one-year contract.

There are various other contractors for whom our brothers have gone to work overseas, but most of these jobs have been obtained through their own personal or friendly contacts with the contractors themselves. Our office has never been called regarding hirings for these particular jobs.

We have appreciated the letters you brothers who are overseas have written to us. There haven't been as many as we would like, but the letters we do receive are the only way we have of informing the rest of the brothers who may be interested in overseas employment; also of the conditions on the various jobs.

So, you brothers on these outlying jobs who have a little time to spare, please drop us a line in order that we can continue to let the other members know what is going on.

Received a letter from Chas. G. Baker, who has just returned from French Morocco. Plans to ship out again as soon as possible. Clint Forman also came back, and he too wants to ship out again.

Barney Quinn writes from French Morocco that he is now a H. D. Mech. A large number of operators were laid off. We also received information that the Army allows only a local hire to replace a stateside requisition.

Herb Nefstead got back from Guam after 22 months. (This is his sixth hitch.) He is with B-P-M as general foreman; was on a 30-day leave. Glad you stopped in to say hello, Herb.

McDermon is in Okinawa for Pacific Bridge. He writes that most of the fellows have been there a year and most of them are staying on longer. Guess things are pretty good there.

Had a nice long letter from Paul Tepsa, who is in Venezuela with M&K. Paul says the country is nice and green and a beautiful river runs right by there. Guess he won't bring home any diamonds unless the water goes down so he can really go diamond hunting. He is running a 2 1/4-yard Manitowoc in one of the rock cuts. Says they wear out two sets of teeth per shift. He also says that the mountain is almost pure iron. That is what I'd call rough digging.

Thanks for the nice letters, fellows!

Attend union meetings.

October Housing Figures

October housing starts hit a figure of 101,000 units nationally, topping the 98,000 units in September and going much above the 90,000 units of October 1951, according to the Bureau of Labor Statistics.

BLS opined that extraordinarily favorable weather and relaxation of "Regulation X" were responsible.

Mental Hospital Projects

The California State Dept. of Mental Hygiene has proposed mental hospital construction projects to the amount of \$44,143,458 for the 1953 budget. The budget will go to Governor Warren for consideration and possible inclusion in the complete state budget to be presented to the 1953 Legislature.