



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. FIVE, No. 2

SAN FRANCISCO, CALIF.

February 14, 1947

Gold mining in Redding region job stimulant

By E. A. HESTER
Business Representative

Redding—With the present activity in the gold mining industry, we have reason to believe that many opportunities of prosperity lie ahead for the miners and operators in this industry. The Lincoln Gold Mining Company headed by a man named Bing Clark, is now engaged in erecting a boat and a 2-yard dragline near French Gulch. Over on the other side of the canyon on Clear Creek we have a firm called the K.&B. Gold Mining Company with a new 2-yard Marion dragline, which is expected to be in operation in a few days.

The Thomas Divide Dredging Company is moving a 120-B dragline in near Lewiston which should be going in another month. Across the ridge from Lewiston near Minersville, the same firm has a two-yard P&H dragline and boat already in operation. The gold mining industry is growing larger day by day.

Open Highway Bids

The Bureau of Reclamation out at Shasta Dam will open bids on March 3rd on a large highway project leading from the abutment of the dam to Summit City. There are over 500,000 yards of muck to be moved on this project, along with 400,000 yards of rock, structures and paving.

Up in Modoc County near Tulelake, bids were opened February 3rd on a good-sized drainage and ditch project. This work is to be done for the Bureau of Reclamation. The principal part of this job will be dragline work.

Fish Hatchery Award

Evans Construction Company of Berkeley, Calif., were successful bidders on a large fish hatchery and pond near Burney, in Shasta County, California.

N. M. Ball and Son have started the second shift on their Shasta job and took all the idle men we had available.

The weather continues to be mild and all indicators point to a lot of activity in this district very soon. We will need a lot of good Cat Skinners, Oilers, and Heavy Duty Repairmen, etc.

Special notice to members in Oakland Area

Your business office will be moved to the new location at 1444 Webster Street, Oakland, on or about February 24th.

Why not make it a point to drop around at your convenience and let us know how it suits you.

The phone number will still be the same: TW 2120.

In Memoriam

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

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



JOE WALTHER
Passed away January 25, 1947

Conditions in Sacramento area satisfactory; start Natomas Co. negotiation

By F. A. LAWRENCE, ED PARK and D. W. BURNETT
Business Representatives

Sacramento—Fredrickson Bros.' two jobs which consist of six miles of two-lane highway and six miles of four-lane highway are very near to completion and will soon be open to traffic. Brother Ray Austin is in charge of laying the hot stuff on the returns and access roads. This phase of the job is also very near completion.

A number of Engineers are kept busy on their Vacaville-Winters job and last week they had all their equipment rolling which put approximately 35 Local No. 3 men on the payroll. The following brothers are running things down that way: Bred Butler is in charge of the dirt moving equipment; A. J. Ingiversen is doing the rock end of the job; W. H. McNutt, the hot plant; W. H. Keeler, the cement foreman; Ernie Flint, the master mechanic; and C. R. Kimsey is in charge of the batch plant. A brand new 80 NW has been moved on the job and will be used to load rock out of Putah Creek. Also on the shovel end, Brother Don Huntington manages to keep himself and his 20 B on the payroll. With

several bridges to complete and the entire to be rocked, it will be approximately two months before it will be possible to start pouring the cement roadway.

Levee Job Active

H. E. Parker keeps about 35 engineers busy on his levee job at Walnut Grove with Brother Charlie Rowe doing a fine job as superintendent and showing the people down in that asparagus country just how levees should be built. Taking care of the shifting end are Brothers Ernie Mayfield and Cliff Cotter, who are on the morning shift, and Irving Postum and Tex Wilson are in charge of the afternoon spreads. Brother Slack still runs back and forth between here and Marysville keeping an

(Continued on Page 8)

Stockton brothers mourn great loss of Local 3 of union rep., Joe Walther

By ED DORAN
Business Representative

Stockton—With deep regret felt in our hearts, your Business Representative and members mourn the untimely passing of our good Brother, Joe Walther.

Brother Joe Walther was a union man and a good one, having devoted a good portion of his life to the betterment of Engineers wherever he happened to be. Brother Joe is gone now, but his accomplishments will be remembered by us who remain to enjoy the good work that Joe help to establish.

Our heartfelt sympathy to his daughter Josephine in her hour of sorrow.

The contracts have been awarded on the P.G.&E. jobs above Jackson to the Morrison & Knudsen, Utah & Walsh Company for eight and one-half miles of tunnel. Two and one-half miles went to the T. E. Connelly Company of Stockton. This work has not started as yet, but expect the work will start this month. Teichert Company of Sacramento have been building access roads to the portal sites for the past three months, and the Daley Bros. Company have been constructing the camps for the workers and expect to have them completed by the first of March.

Start Tracy Canal

Morrison & Knudsen are starting the canal job out of Tracy, but have no equipment at present; however, by the time you receive this edition of the Engineers News hope to have a full crew working there. More about this job next month.

Everist is going full blast employing eighty-five Engineers of all classifications on the canal job at Tracy. The trimmer is going along first rate now. For a while the dam thing cut a lot of capers and just about had Brother Geo. Adair ready for the nut house. The slip form is really a gravy train, it works so well the brother Engineers stop the thing so the cement finishers can catch up. Bud Hall, superintendent for Everist, stated they were lining 500 feet of canal a shift.

They have had a little bad luck with the Marion dragline, having the boom collapse and it will take perhaps a month to make the repairs. They also have several other big rigs on the job, two Marions, one Lima, one Northwest, and one Loering. Also several small rigs.

Sonora Highway

Beerman & Jones have been awarded the contract to widen the highway into the City of Sonora. Five members of the Engineers Union are employed. Red Bennett is operating Blade and Brother Jim Poore is running the shovel.

The Geo. French Company, who operate the Tracy Rock & Sand Company south of Tracy, are employing 14 engineers who work the year around. Ken Hall and Ken Richardson are running the shovels.

Maurer Company of Eureka, who have a sub-contract from Everist, are employing ten members of the Engineers Union.

Ran across three of our members in the woods last month, namely, Brother Bud Hodges and his son, Brother Sam Hodges and Brother Lynn Burnett.

McGuire & Hester are doing a sewer job in Tracy. Eight members are on this job.

Patterson Leveling

Geo. Patterson has moved his equipment back to his ranch west of Stockton and has again started to level. He has already mowed 450,000 yards and has 600 acres yet to level.

Pacific Coast Aggregates of Tracy are employing 25 members of our Union. Brother Harry Tre-ricks is the steward and has done a good job.

Joe Ruddy of Modesto has his jeep and cat spread working for Everist, bailing much out of the canal at Westley. Twelve members are on this job.

Vicini has eight men employed on the road job for the Winton Lumber Company out of Westpoint.

We lost a good friend and member last month, whom a lot of you cat skimmers will remember, Ernie LaVerne. He died at Redding on a truck accident. Our sympathy to his family.

Any of you fellows looking for a smile or smoke, stop in at the Labor Temple Clubrooms. It is now operated by Harry Metz and he handles nothing but the best Hi powered beer available.

Brother Buck Blankenship, just back from six months on Guam, completed celebrating his return by taking a wife in Reno, January 28th. The lucky girl is from Jackson and we expect that Buck will make his home, and the Electra Tunnel job, in that vicinity.

Dredgermen and all other Engineers who worked with him will miss George Clark, old-time operator on the Neptune and other Clamshell Dredges, who died February 3, 1947.

Calaveras Highways

The following news item on highway needs in Calaveras County should interest the brothers:

"Highway needs in Calaveras County call for expenditure of \$6,079,000 in major construction on 93 miles during the next 10 years to bring them up to modern standards, according to the State Division of Highways.

"State Sen. Jesse M. Mayo said he will support the increased gasoline tax if provision is made to assure adequate highway construction in smaller counties, such as Calaveras.

"The 10-year program consists of:

"Sign Route 8—San Joaquin County boundary to Mokelumne Hill (Bellota Road), 17 miles of new construction, \$795,000; Route 24 (Sign Route 12), Wallace to San Andreas, 10 miles new construction, \$474,000; Sign Route 4, Angels Camp to Alpine County boundary via Murphys and Calaveras Big (Continued on Page 8)

Report of last meeting

Meeting was called to order at 8 p.m., President Clancy presiding. Roll call showed Vice-President Foss and Business Manager Swanson absent. Brothers Foss and Swanson were excused from the meeting, being on business for the Union. There were approximately 150 members present.

A synopsis of the Regular Meeting minutes of January 4 was read and by motion approved as read.

A synopsis of the Executive Board minutes of January 18 and of February 1 was read and the acts and recommendations of the Board were by motion approved as read.

Declarations of Candidacy for Office were read as the first reading.

Communication from Brother Harry Metz resigning as an Executive Board member. Received and filed.

Cards of thanks received from K. S. Corning, the Barry Family were received and filed.

Mr. F. H. Oakes, Public Relations Officer for the Hospital Service of California, appeared before the meeting to explain the Blue Cross Plan. There was considerable discussion in regard to his talk and questions were asked of Mr. Oakes regarding the plan. He was excused from the meeting.

President Clancy requested the members to stand in silence for one minute in respect for our deceased Brothers.

President Clancy called Brother Lester Gomez for trial. Brother Gomez was not present and the trial was carried on in his absence. After hearing the testimony a vote was taken and Brother Gomez was found guilty of the charges filed against him by unanimous vote.

The following Brothers were reported ill: J. L. Bagley, Lewis Braddy, I. J. Dehner, W. F. Bohannon, George Hill, J. S. Hunter, J. W. Leamaster, R. W. Keemon, Clarence L. Parker, Charles Quillette, George R. Rose, Roy E. Ruffner, James Shippey, Swen Swenson, M. L. Utterback, Harry Ward, Clarence Webber, W. B. York, Roy Bush, N. E. Schmitt, O. D. Hill, P. L. Young, Clyde Wood, John C. Pate, Nick Thill, D. Safrano, Joe Aitken, P. E. Lambert, Ben Aimone, H. M. Giovanetti, E. Bullivant, G. E. Burrow, J. C. Klingman, Jack Foster, Arlan C. Beebe, A. C. Boone, W. C. Gibson, Chief Bender.

The following Brothers were reported deceased: Ralph Helm, Charles A. Harker, A. F. Jackson, Clyde C. Ridley, H. A. Sischo, Joseph Walther, Ernest G. LaVerne.

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

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

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

'Long dry spell' permits Redwood area jobs to go ahead; prospects are good

By OTTO E. NEVER
Business Representative

Eureka—The Redwood Empire has been very expectant; however, we don't know whether we are going to be like Papa Dionne or whether we are going to be disappointed. What we are talking about is the rain. At the time of this writing, we have had very little and all crafts have enjoyed an unprecedented amount of work for this time of the year. By the time this issue reaches the brothers, we undoubtedly will have had more than our share of rainy weather.

Most of the contractors have just done short jobs that did not require a great deal of equipment and have not taken full advantage of the open season.

At Crescent City, very little is going on. Burman Brothers should be completely finished and moved out on their job above Gasquet by the 15th of February.

Part of the fishing boat jetty built by Basalt last summer has been washed out. All of the roadway that they built and rebuilt two and three times out to the rock has washed out. There is a good deal of hope that the Government will ask for bids for the harbor and jetty in the early summer.

Lumber Co. Starts

The Stimson Lumber Company, who intend to ship lumber from Crescent City is preparing to put up their mill and are cutting timber. This outfit is one of the four large mills that intend to set up operations as soon as the harbor

is dredged and ready to receive coastal steamers.

Some of the plans of the State Department of Public Works calls for straightening of the road between Crescent City and Trinidad so that the lumber companies may utilize the deep water there. At a recent meeting between the parties interested and the U.S. Engineers, the possibilities of utilizing Trinidad Harbor for a deep seaport was debated and it seems that the U.S. Engineers favor the developing of this harbor. At present, the approach to this area is in excess of 50 feet deep while that to Humboldt Bay is only 26 feet deep and at Crescent City, it depends on how deep they dredge the present harbor. Furthermore, this is the only body of deep water between San Francisco and Seattle, which is available.

The Hallmark Fisheries have a small dock at Trinidad and intend to let a contract to Brother Tom Hull to increase its size as soon as (Continued on Page 3)

Weather respite starts spurt in S.J. activities

By M. G. MURPHY
Business Representative

San Jose—This long dry spell has been good as far as our work is concerned and the numerous new factories, both large and small, coupled with the housing projects, have managed to keep most of the brothers in this district occupied.

News of San Jose

Dinwiddie Construction have received the "Go" signal from the C.P.A. on the new Roos Brothers building which is to be erected on the site of the old Bean Building (1st and Santa Clara) which was just recently demolished by Kiss Crane Co. . . . Pittsburg-Des Moines Steel Company have also received a C.P.A. permit for their new fabricating plant on Bayshore Highway & Santa Clara-Alviso Road. They have already started on the roadways but it will be many months before the construction of this plant is completed and in production. . . . Earl W. Heple has broken ground on the construction of the new half million dollar Food Machinery Plant on Newhall Street. This plant will also be under construction for many months. . . . Swinerton & Wahlberg have started operations on the new \$600,000 Telephone Building on W. San Fernando & Almaden Avenue. . . . To date, I have not received any concrete information as to when Basalt will start construction operations on their new plant to be built in the vicinity of Moffett Field. . . . Just recently I received information to the effect that we will very shortly have another \$4,000,000 housing and business community under construction in the hills beyond Stanford Golf Course (which is near Los Altos). The proposed community, as I understand it, is a non-profit venture which will provide four hundred homes, a business section, recreation area, and possibly a school, for persons of moderate incomes. This project will absorb an area of approximately two hundred and thirty acres.

Highway Jobs Slow

Highway work is almost at a standstill in this territory at the present time but we do anticipate considerable activity in that line in the future. N. M. Ball have only a very moderate crew left on the finish work on the Freeway which is practically completed. Fredrickson & Watson still have considerable to do on their under and overpass, however, on the same project and the same applies on the bridge jobs which are still being held up over a shortage of materials. We don't expect this difficulty to exist much longer. Nevertheless, it will be quite some time before the Freeway will be accepting any speed demons.

Moss Landing News

Granite Construction are still very busy on their north jetty job. Mercer-Frazier completed a breakwater and wharf at this spot recently but during the last heavy storm the work was badly battered and severely damaged. (If you happen to be in that locality, you will observe the many broken piling and timber on the beaches, which is mute evidence as to the violence of the sea). The Granite Construction Co. are now rebuilding and reinforcing this job and expect to be occupied for many weeks to come.

There is no activity of any great amount in the towns of Salinas, Monterey and Watsonville other than the general run of light construction which is absorbed by the local contractors.

News of the Brothers

Brother H. M. Giovanetti has been confined to the sick bed for the past month or so but it is hoped that he will now soon be (Continued on page 7)

Veterans' information

By JOSEPH EDWARD RILEY
Business Representative

WASHINGTON, D. C.—Effective January 2, appraisers to evaluate "reasonable value" on G.I. loans to veterans will be furnished by the Veterans Administration as a protection in the current over-priced market, it was announced here recently.

V.A. now designates by name the person to appraise each piece of property, instead of permitting the leaders to select an appraiser from a panel approved by V.A. All details of the loan guarantee program will continue to be handled by the local regional offices under supervision of the 13 V.A. branch offices.

It's interesting to know that veterans and their families total 52 million people, or approximately 37 per cent of the total population of the United States. A year from now, approximately 45 per cent of the population may consist of veterans and their families.

Home Town Dental Care Available to Vets!

WASHINGTON, D. C.—Home town dental care for veterans with "service-connected" disabilities is now available in all 48 states, the V.A. announced recently. Veterans entitled to out-patient dental care have free choice of dentists participating in the project. Make your requests through nearest V.A. office.

Navy veterans entitled to terminal leave pay are urged to make their claims immediately, instead of waiting until the September deadline. Less than half of the 3½ million eligible claims have been received at the Great Lakes, Illinois, disbursing office so far. Claims are being paid at the rate of 20,000 daily. On the back side of the application you will find the address of your nearest Veterans Administration office, regardless of where you decide to file application.

Readjustment Act of '44 Public Law 346, 78th Congress

An Act to furnish Federal Government aid for the readjustment in civilian life of returning World War II veterans. The Veterans Administration has entered into an agreement with the California Department of Employment for the administration of the readjustment allowance provisions of the G.I. Bill. In each office a trained representative will assist the veteran to obtain his allowance promptly. This office will determine whether the veteran is entitled to receive readjustment allowances. Such a finding is known as a "Determination of Entitlement." A veteran should apply for readjustment allowance promptly upon becoming totally or partially unemployed or part totally unemployed.

He must present his original discharge papers in order to receive benefits. A veteran is entitled to eight weeks allowance for each of the first three months of active service after September 16, 1940 and four weeks allowance for each subsequent month, or major fraction of a month. No payment can be made for more than 52 weeks. The amount of wages for the week in excess of \$3 will be deducted from the allowance. For example, if a veteran's earnings are \$18 a week, \$3 will be deducted and he will be entitled to a check for \$5, the difference between his readjustment allowance of \$20 and \$15. The veteran will

be charged with one week's allowance for every week he receives a partial check. The \$3 deducted from the amount of wages to encourage the acceptance of whatever work is available even though it is part-time work.

The veteran will receive a check after a week of total or partial unemployment. The amount of workmen's compensation or unemployment insurance received for any week will be deducted from the weekly readjustment allowance.

You can apply for allowance any time within five years after discharge or termination of the last war. If you are visiting another community in search of work your allowance check may be sent to you by mail. If you move out of the state have your records transferred to the office nearest your home.

FLASH!! You bald-headed vets are now entitled to purchase "toupees" at Uncle's expense, provided you lost your hair during war service, and not while carrying on your duties as an Engineer. A wig for a gift. What next?

Liberalization of the Requirements of Ten-Point Veteran

Frank Curley, senior state service officer of the Disabled American Veterans, tells us his group has been fighting for months to have corrective measures passed in regard to requirements in the submission of evidence establishing points for disabled veterans to give them preference in U.S. Civil Service jobs.

The legislature has recently liberalized their requirements in this respect. Under the new law, a discharge certificate showing an award of the Purple Heart or injury received in action is now good indefinitely as proof of a disability entitling the claimant to a 10-point veteran's preference. As the result of this when such a veteran is among the three highest eligibles, he may be tendered a better appointment in the Federal service.

There has also been a recent liberalization of the requirements as to the number of times a disability certificate must be submitted in connection with claims for 10-point preference and the frequency of the certificates. A disability certificate issued by the Veterans Administration on or after July 1, 1933 to World War I veterans or to World War II veterans which shows certain static (chronic) disabilities or injuries received in action is now good indefinitely as proof for granting 10-point preference. Heretofore, a veteran who had established 10-point preference had to submit periodically, that is each six months, a new certificate indicating that he was still the recipient of disability compensation. Now that part has been deleted and the new regulation is that anyone who has proof of wound and disability in action regardless of degree qualifies for the 10-point preference.

ENGINEERS' NEWS

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Progress made in Sacramento region, shown

By A. R. OUGHTON
Representative, Local 39

Sacramento — BERCUT-RICHARDS COLD STORAGE PLANT—Would like to report that Brother Quaid Minich as of January 1st was appointed Chief Engineer at this plant, replacing Brother Frank Cardoza, who resigned to take over work at Tracy. Working at the plant we have Brothers Cadet Cline, Glen Orr, Eugene Fritts, J. Stephenson, Wayne Smith and the new addition, Brother Jack Schaub. It is a pleasure to walk into a plant that is kept so neat and clean. More power to you, boys.

SACRAMENTO BRICK YARDS—We wish to extend best wishes and lots of luck in the business venture taken on by Brother Lee Harrison and his partner Mike O'Leary. These two boys who are now the new owners, did a good job and made a big profit for the owners of this concern last year by doubling production; and now, they figure, by taking over this plant, they can better themselves which is one thing we all like to do some time during our lives. Brother Harrison will still maintain his title of Chief Engineer and all members working for him will receive the same good working conditions as our contract calls for. The best of luck, boys.

HOTEL SENATOR—Would like to report a 15% increase in pay for the engineers employed at this hotel. They are Chief Engineer Brother Tom Gwin, and his able assistants, Brothers C. Patterson, Frank Delevan, Fred Mainard, Merle McNeely and C. Bowerman. This is the first increase at the Hotel Senator in years. This place has just changed hands and is now managed by Frank Sebastian, well known as the "host of the coast." Our boys are doing a bang-up job here and I am sure they will appreciate this increase by the new management and owners.

WOODBIDGE WINERY—Visited with Chief Engineer Brother W. Hale and his able assistant Bro. A. Marengo who are doing a swell job to get this new plant painted and cleaned up and ready for efficient operation during the coming season. This is a swell job and Brother Mohr tells me he "has the best boss in the country" and I would like to state that our business relations with the management follows Brother Mohr's statement.

Brother Norbert S. Avila, who has just been raised to senior engineer, is doing a bang-up job, I understand, on the new machine that has been installed in the Borden plant in Sacramento. He has big ideas. Stick to them, Brother.

Hospital Contracts

At this time I am very happy to report to have concluded negotiations with the managements of our hospitals in Sacramento. These contracts will be signed by the time this goes to press.

At the Sutter Hospital we have Chief Engineer Brother C. F. Newman and Brothers McNamee, Dockham, Barker, Taylor and Hickox and at the Mercy Hospital, Chief Engineer Brother T. Sherlock and assistants, Brothers Dewhirst, Tyack, Sparks, Vanderscheagan and Riggs.

Notice: Attend your local union meetings and get more definite news on contract negotiations. See you then.

Peterson Mourned

We regret to report the death of our late Brother Christian M. Peterson, who has been a member of our organization for the past eighteen years and at the time of his death was Chief Engineer in the Sutter Hospital, located in Sacramento. Brother Peterson, who was well liked by all members of Local 210, had many friends in old Local 64, San Fran-

Report of Oakland Office

By WILLIAM HORGAN

Business Representative, Local 39

Oakland—Since last bulletin we have moved into our new offices at 1444 Webster St. and are now settled down, the boys finding it convenient to drop in and pay their dues, as well as get the latest dope on union activities.

Progress is slow with the Hospital group. We are asking and expect to get same conditions and wages as S.F., \$240 and 40 hours. My first meeting with them will be February 4th or 5th.

Speaking of hospitals, at the Arroyo Del Valle Sanitarium, Livermore, a county institution, the engineers were obliged to sleep on the job four nights a week, called "fire protection." This condition has existed since the hospital was built. We thought it unjust, and had no trouble in proving it to Dr. Whitecotton. The boys now go home after a day's work.

Progress on Hotels

Have had a meeting with the Hotel Association, and made it clear a 40-hour week is not unreasonable to expect. I find them reasonable men, and should have no trouble. Will keep you boys informed.

University Dispute

The longstanding jurisdictional dispute has now been sent to Washington for a ruling, hope it will be satisfactory to all.

At the School for Blind we are attempting to have this institution reclassified, and thus giving our men a more reasonable wage. All the necessary data has been collected, and Bro. Oughton, our representative at Sacramento, is taking it up from there. At time of writing this report I understand some action has already been taken.

Women's Athletic Club

At this building there are four engineers who do not belong. If Mr. Moffet, the Chief, sees this report, he will know we are thinking of him.

Just got a signed contract from the Manasse Block Tanning Co; \$1.50 per hour for operators, and though it's not all the boys wanted, we think it's a good start.

Consumers Yeast Co.

No contract here and wages poor. I will have a second meeting with Mr. H. Myers on Monday 3rd, and expect something worth while. Will keep you informed, Bro. S. Tole.

Just signed new wage agreement with the J. H. Baxtor Co.; 12½c across the board, or \$1.62½ for operators.

Independent Ice Co.

This is the last free advertising we are going to give Ike Abrahams. From now on he pays the wages our contract calls for, 40 hours per week and 1½ for overtime. There is a little matter of several hundred dollars back pay which we have asked Uncle Sam to collect for us, his case comes up on Friday 7th.

He has also been notified his contract expires in March and has the opportunity to sit in and negotiate a substantial increase for his men.

Acetylene Plants

By the time this report comes off the press we think those contracts will be signed and every one happy.

That's all this time except Bro. Eisenhart tells me his car has now been repaired and requests motorists in the future to stop running into him.

Don't forget our phone—Twin-oaks 4404.

MERITORIOUS REWARD

He determined to pass by his favorite tavern on his way home. As he approached it he became somewhat shaky, but, after plucking up courage, he passed on. Then, after going about fifty yards he turned and said to himself:

"Well done, Pat, me boy. Come back and I'll treat ye."

cisco. He was a strong booster for the amalgamation and was always willing to lend a helping hand in any problem concerning the engineers. We extend our deepest sympathy to his widow, Mrs. Christine Peterson.

Local 3 member named to state senate in Nev.

By H. L. SPENCE

Business Representative

Reno—We are very proud and thankful that one of our members, Brother William H. Rowe of Operating Engineers Local Union 3, was appointed as State Senator of Nevada from White Pine County, to fill the unexpired term of Senator Charles Russell. Most of us know that Brother Rowe was a shovel runner at the Ruth Pit in Ruth, Nevada.

We understand that Guy F. Atkinson, from South San Francisco, California, takes over February 1st at the old B.M.I. plant at Gabbs, Nevada. Mr. Brown, who has been at B.M.I., will finish his duties for the Government on January 31st. It is reported that Guy Atkinson will take a complete inventory of the plant and continue with the maintenance and upkeep of the plant.

Basic Negotiations

We entered into negotiations with the Basic Refractory Inc. at Gabbs, Nevada, and the following crafts: Teamsters, Laborers and the Engineers for the purpose of an increase in wages. We expect to get 12½c across the board, for it is a permanent operation and the company would not go for the construction wage scale.

The dear brothers at Smith Peterson's gravel pit and plant seem to be very happy over the raise in pay, also their retroactive pay that the company agreed to, and gave them.

George Miller has one rig working up at the Nevada Lime Pit at the upper end of Pyramid Lake. It is a long ride each day for Brother Ronald Coleman and his oiler Robert Jensen, they are young and tough and can take it for a while. The rest of George Miller's rigs are working in and around Reno most of the time.

John Powers and John DeLagranges rigs are cleaning ditches and digging basements. They seem to keep most of their crew busy doing something.

Dodge on Leveling

Dodge Const. Co. has most of their skimmers leveling land out around Fallon, Nevada. Vern Wilson, their superintendent, is trying to keep his boys busy for he wants to have a good crew for this summer.

Brother Guy Kohn is still operating the hoist at the Mapes Hotel job in downtown Reno. He has been on the job since the building was started.

Robert Blanchard is still operating the hoist at the Veterans Hospital, Robert McKee has the contract for the building. Brother Blanchard has been on the job for some time and is an A-1 operator.

They are working one shift with the North West shovel at the Golconda Gold and Silver stripping job at Silver City, Nevada.

Barney Stoutenburg is having "High Water" trouble on his job at Carson City. He has it about under control with the help of all of the dear brothers on the job.

Jesse Pederson and James Cooper, two of our brothers, are operating the Richfield Service Station at Colfax on Highway 40, near the Snake Farm. They will appreciate any business the brothers send their way.

At this writing I regret to report that Brother Manuel Bender is quite ill in the Walker River Hospital at Schurz, Nevada. We wish Brother Bender a speedy recovery.

Fresno reports local situation shapes up well

By MARK G. CAMPBELL
Representative, Local 39

Fresno—Fresno, San Joaquin Valley, the land of sunshine and roses. Things are shaping up in good condition since the amalgamation. It is a big job and takes time, long hours and a lot of headaches.

Brother Petersen and Brother Dobyms, of Local Union No. 3, have been co-operating 100%, as well as all the officials of Local Union No. 39, to get things on a solid foundation. There is no doubt in my mind that in about two years, with the co-operation we have had in the past, the standard of engineers will be in the class in which they belong.

Regardless of what your employer tells you, they fully realize the value of an engineer. Probably a great deal more than you do, but they don't want you to realize this fact.

Outlook Said Good

The outlook for the San Joaquin Valley, in the next year, looks good, as there are a number of projects in the blue print stage, that will need stationary engineers. Here's hoping the housing situation eases, so when engineers are needed they can find a place to live.

Just completed an agreement with the Fresno Community Hospital, with a substantial increase, a 40 hour week and the regular 6 holidays at time and one half, plus a paid vacation. We are working on the same agreement for the St. Agnes Hospital. (Before this goes to print we expect to have it completed).

On my last trip to Firebaugh I noticed the Union Ice Company has about completed an additional storage room, which they figure will just about enable them to operate the year round.

Just happened to be in Fresno January 28th, 1947, and heard through the underground that Local Union No. 39 Stationary Engineers held their regular meetings on the 4th Tuesday of each month at 1035 Broadway, Fresno, so I surprisingly dropped in. They had a fairly good turn out, considering about two-thirds of the men work nights. I was very much impressed with the enthusiasm the membership is taking. It is plain to see where there is a large turn out of membership to their meetings, the pay and working conditions are superior to localities where a small majority of the membership attend meetings. At second thought perhaps the boss is right for once when he says, I know my men are contented with hours, wages and working conditions, if they weren't they would attend their meetings. So keep on the beam fellow workers and do your part by attending every meeting possible, it pays big dividends.

Praises Officers

I think you will all agree you have a very worthy president in Brother Brantley. He has his heart and soul in every individual member of Local 39 and you will all agree he is doing a very efficient job.

Brother Fitch is also doing a very fine job. He still has a long hard task ahead of him but indications are things will be in good shape in the near future. Don't forget his worthy secretary and body guard, Brother Carman. He is okeh if he doesn't let his red hair control his temper. It was very thoughtful of Brother Fitch to open his heart and entertain the Brothers present by giving a (?). His past experience shows one can never tell what he is liable to pull. There is also a very competent secretary, Josephine, who is on the job from 8 a.m. to 5 p.m. (with the exception of the lunch hour) to take care of your dues at 1035 Broadway, Fresno.

Brother Vic Swanson has informed me it is his intention to iron out as many of the engineers' problems as possible at the nation-

Report from Stockton

By R. E. MCCARTHY
Representatives, Local 39

Stockton—On January 15, 1947, Brother Anthony J. Stack, engineer employed at the Exclusive Laundry here in Stockton, was scalped to death by virtue of a blow-off line between the boiler drum and blow-off valve splitting in two.

This boiler had been inspected two weeks prior to the accident. It certainly seems that the inspector did not do a thorough job on this one.

In talking to Brother Tom Sadler the other day (he is chief at the Golden State Plant in Los Banos), he brought to my attention the fact that in last month's report, we mentioned something about the crews in all other plants but his. My apologies, Tom. Personally, I think that you have a fine crew of engineers and they are doing a good job. Nuff said.

Attention, Brothers!

At the last meeting here in Stockton, we promised the engineers employed at the McCormack Baxter Creosoting Plant, that we would do all we could without waiting for the contract expiration date in June to get them an increase in wages. Results were good, an increase from 12 cents to 20 cents per hour, leaving a low wage of \$1.23 and a high wage of \$1.80 per hour which is as good or better than any wage scale in this territory.

Hope to get our contract with the Acme Poultry Producers negotiated sometime this next week.

Don't forget the meeting in Modesto on February 13th, as a lot of fellows who attended the last meeting down there heard a big-hearted guy, Pete Peterson, get up and tell everybody to attend the next meeting that the beer was on him, such generosity. Let's show Pete our willingness to cooperate by having the best attendance yet.

Received a letter from Brother Derby today that the dead line for news was changed to the first of the month. You are crowding in on us a little aren't you? But we made it.

Redwood

(Continued from Page 3)

We find that Kjer Bros. have been slipping a little, and that they have not been paying the scale for either their cat skinner or their overhead loader. We intend to straighten this matter out or bring it to the attention of the State Labor Commissioner.

Airline Negotiations

On February 3rd, your representative and Brother Vandewark met with the Transocean Airlines, the new contractor at the Arcata Landing Aids Experiment Station, and commenced negotiations for a Building Trades Agreement covering this project. The president of the company, Mr. Orvis Nelson, is former international vice-president of the Commercial Airlines Pilots, AFL. We hope that by the time that this copy of the Engineers News reaches you that we will have signed a Building Trades Agreement with the new contractor.

You will recall that the former management of the United Air Lines, and the international representative of the Machinists attempted to squeeze us out of this project. The result was that the Landing Aids Experiment Station was closed down and the few men that remained for maintenance

(Continued on page 8)

al executive board convention, now being held in Florida. I don't think any brother engineer who knows Brother Swanson will dispute my word when I say he is for the engineers first, last and always.

Also there is a License Law in the making for engineers. Who says the engineers are not going places, Kilroy?

News from the San Francisco office

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

San Francisco—We have been busy for the past month on agreements. The Building Material Dealers agreement has been signed and we are now working on the San Mateo Building Material Dealers agreement which should be practically the same as San Francisco—we don't anticipate any headaches in consummating this. Negotiations are also going on with Consolidated Chemical Company, Steel Erectors, Havivside and Smith-Rice Salvaging and we hope to have them completed by the March issue of the Engineers News.

The garbage dump has been going along the same as usual. Since the construction scale went into effect on that job throughout, including the repair men in the shop, there has been very little trouble. Understand the company fixed up that house out on the dump for the boys to change clothes and eat their lunches. We have not made a trip out there to see how good a job was done on that house but if it was just swept out, it's better than it used to be.

Telephone Bldg. Job

Raymond Concrete Pile are spanking a few piles on 25th and Capp Streets in San Francisco for the new telephone building, we noticed when we had occasion to visit the job and put a man on a small air compressor that was working for the building contractor. Much time is spent chasing air compressors, material hoists and elevators down through the financial district. Some of these elevators are rather hard to find unless you happen to see a little pile of sand on the sidewalk, as they don't leave any material outside at all, the elevator is usually a passenger elevator which has been converted to carrying building material. Some of the contractors are getting so that they will take an air compressor to the third, fourth or eighth floor and operate it up there where we can't hear or see it. When the brothers report one going, we start investigating from floor to floor until we find it operating.

With the gradual releasing of building controls as authorized by the Civilian Production Authority, more and larger building projects are coming into existence. This type of building, although not using a large number of our brothers on each project, does furnish employment for at least two or three engineers on each one.

Cahill Bros. are nearing the completion stage on their large building at California and Battery Streets. Their other job, the addition to the Furniture Mart at Ninth and Market, is at about the half-way stage. Dinwiddie Construction Co. has two large building jobs in progress, the largest being the I. Magnin Building at Stockton and Geary, and the other the Emporium warehouse at Fifth and Howard.

Scattered Jobs

There are innumerable small building jobs scattered in and about the area and on each of these there is at least one material hoist and of course excavation for this small type building also furnishes additional employment for our brothers working for the many small dirt moving contractors in this area. There is considerable activity in the home building area in San Francisco, a large amount of equipment being used in this type of work for real estate development. Such companies as Standard Building Company, Doelger, and others too numerous to mention require a great deal of excavation and so-called land leveling. On this type of work we find Charles Harney's rigs all busy out in the Sunset District and in the sand hills where it is fortunate for the brothers they can operate on this type of ground during winter months. Standard Building Co. has

several rigs in operation at present on the same type of work in the Richmond and Sunset districts. It is not unusual to see small cats working on lots, some of these rigs being owned by contractors and others by individual members of this organization. It requires considerable time to constantly check and see that these operators are all members of the union.

Eaton and Smith have very little work at present. They are still working on the Clipper St. extension, most of the excavation work having already been completed. Several of the brothers are also being kept busy in their shops repairing equipment for the expected spring operations.

M & K Corp. still have two rigs in operation on the Seventeenth St. sewer job. No work has yet been started on the removal of the outer tracks on Lower Market Street—Charley Harney has been awarded the contract but due to difficulties in rerouting street car traffic, it has not been possible to commence this work, although it should start in the very near future.

Mira Loma Job

Barrett and Hilp has a large concrete building job in Mira Loma Park on which they have just started construction. The work at the Apparell City project which Harney and Rothchild and Barrett and Hilp have had under construction is about completed. The public utilities and street work yet remain to be done. Healy-Tibbetts are still working on their Mission Rock fill. This job being of an unusual nature has furnished employment for a larger number of brothers than was originally expected. There is considerable activity at the present time in all of the scrap yards in this area as there has been an increase granted in the price of scrap and material is so scarce there is a concerted move to really pick up all the scrap iron and materials that are available. Therefore, at this time the boys are getting in a little bit of overtime as well as steady employment during the week. Also, an increase in wages became effective from the first of the year, the new agreement with the Scrap Iron Institute being consummated at that time.

The various yards along the waterfront remain in about the same condition—no change in the employment for our brothers there, there are very few new employees being put to work.

Metal Trades Meet

The Pacific Coast Metal Trades Council Convention which convened here in San Francisco on the ninth of this month met in session to take up various problems concerning shipbuilding and ship repair work. Also, working conditions and wages will be discussed and a policy laid down as to what general increase in wages will be asked by the entire Pacific Coast on the above-mentioned work. As all of the ship builders are covered by one master agreement for the entire Pacific Coast, it would be necessary for a uniform request to be placed covering all work in all yards on the entire coast. It is hoped that these negotiations will be rapidly completed and an adjustment in wage scales will be accomplished to provide the brothers with the additional money which they are so badly in need of.

Disability Act

No further information is available as yet on the new disability act, sometimes known as non-occupational insurance. Every worker in the State of California is now covered by this act. It is still the recommendation of your officers after consultation with the legal staff that the only plan which is acceptable to the members of our union is the plan known as the California State Plan. None of the private insurance companies has yet submitted any plan which is attractive enough in nature to recommend its adoption, although some of the companies have made big changes in some of their plans. Until such time as one of them submits a plan which we feel can

be of benefit to our members we recommend that all of the members insist upon being covered by the California State Plan. Any further development in this matter will be reported to you in the next issue.

Peninsula District

This area as a whole seems to be doing quite well, the out-of-work list is the smallest it has been for years during this season.

There has been a change in operation at the Port of Redwood, the R. J. Dunlap Co. have finished their contract with the Federal Public Housing Authorities, and the yard has been turned over to the War Assets. The Lawrence Warehousing Co. have been the successful bidders to carry on this work, the crew of operating engineers

Important jobs shaping up for Fresno county

By H. T. PETERSEN and GLEN DOBYNS

Business Representatives

Fresno—The Army Engineers' Dry Creek job bid opening has been delayed until March 10th. This job entails placing of about two million yards of dirt, mostly cat work, therefore the successful contractor should have a large spread of dirt moving equipment working this spring.

The State Highway Department is advertising three jobs in the district. Bids to be opened February 27th on 2 bridges with approaches and 2.3 miles of roadway, all these in Tulare County, which shall give some of the boys living in that district a chance to stay at home for a while.

Gunner Corp.'s job, south of Fresno, is showing good progress. Most of the men working there have been moved up from their Merced job.

Basich Bros. are moving dirt with a fleet of Mississippi wagons and they are moving right along. We have been informed that the Stewart & Nuss Co. will furnish hot stuff on this job.

Kern Canal Lining

Peter Kiewit Co., on the Friant Kern Canal, have just about completed concrete lining operations on the first section and will soon be moving the trimmer, slip form and other concrete finishing equipment across Dry Creek for a new set-up.

Bechtel Bros. & McCone Co. are still working on the Wasteway at the Dry Creek Siphon and as yet have not started on the main structure.

Morrison & Knudsen & Hassler have a new Supt. on the Kings River Siphon. A young fellow but seems to know his business. Maybe some of you know him, Marty Braun. Quite a few of our brothers employed on this project, so far, are on straight excavation work.

Arizona-Nevada Constructors' job is moving along under a new organizational set-up with Pete Lynch holding down the top seat. This Company is trying out a new piece of combination dirt moving equipment consisting of a Euclid leader with 110 ft. conveyor system, which is pulled by three D's cats. This outfit is moving a 1000 plus cu. yds. of dirt per hour. Some rig.

Land Leveling Booms

Land leveling activity still going strong with approximately 150 rigs working in the district.

We are still hearing rumors that So. California Edison Co. is going to spend several million dollars on extension work in the area.

Next regular meeting will be February 27th, 1947, 8:00 p.m. at 1035 Broadway, Fresno, California.

★ ★ ★

When some folks don't know nothin' mean about someone, they switch the subject.—ABE MARTIN.

has been greatly reduced.

The Quarry properties, formerly operated by Bill Tyson has been purchased by Keeble & Brown who are making extensive improvements at this point. This firm is installing a new crushing and washing plant, also a new asphalt plant and shop. Several of our members will have steady employment on these operations.

Airport Unit Bids

On the 12th of February the bids will be advertised for the next unit of the San Francisco Airport. This job comprises about ten million yards of fill and will probably run into a six or eight million dollar

job, this operation should keep members of this union busy for quite a while.

For the past few days this representative of this union along with the other officers, have been busy negotiating a new agreement with the Building Materials Dealers of San Mateo County. This new agreement will give our plant engineers a substantial raise in pay, also employ more of our members.

The death of Joe Walther was a shocking blow to the organization. We lost a valuable member, business representative, and Executive Board member with his passing and we extend our deepest sympathies to his daughter, Josephine.

Anybody lose gold watch? San Rafael office has it; see good year in N. Bay

By H. O. FOSS

Business Representative

San Rafael—FOUND! A watch with an Operating Engineers Union insignia as a watch fob. If the engineer who lost this will contact this office, his watch will be returned to him.

Healy-Tibbetts are making good progress on their wharf job at the California Net Depot, with three rigs working a double shift.

Marin Equipment Co. operated by Bro. Bob R. Williams expect to have their new shop equipped and able to do all types of construction repair by the latter part of February. This firm also deals in construction equipment. If they haven't got what you need, or can't find it, there just isn't any. Their shop represents a heavy investment and we wish them success. Brother Wallace, who was with them until recently, is now in Merced with an automobile shop and we would like to extend our good wishes to him, also.

Fred Jensen, with Superintendent Ernie Weal, has many small jobs and in addition has bit off a good one, being the successful bidder on removing the hill in old California Park, filling in for a drive-in theater and a large bottling works to be constructed. This involves large yardage and paving. Fred has the Mission Quarry's equipment on the job in addition to his own. Mission Quarry is run by Gordon Chase with Bro. McGowan superintendent. Bro. Otto Bortfeldt is Fred's shovel operator with the pin artist Buck Doney. Buck recently returned from three years in Alaska.

The popular Squarehead Construction Co., Johnson and Nelson, are very busy and have added many new pieces of construction equipment.

Operators Needed

The firm of Bartlett and Gudgel have purchased a new cat loader, and are making progress. Brothers Huffstetter and Dow are scattered all over Marin County on the hill moving project and are adding new equipment. The popular Hunt Bros. are back from the Fredrickson Bros. job at Fairfield and are picking up jobs here and there. Understand Bro. Jim Humphrey is now general superintendent for this firm.

Get Underpass Job

The firm of Parish Bros. of Benicia are low bidder on the Linden Lane underpass at approximately \$235,000 and expect to start about March 15th. Bro. Mike Saporatti is pusher for this spread. Harold Parish will be camped on this project as it is about five minutes from home.

Harms Bros. has had the crusher operating on the Winters stock pile for their requirements on Highway 101. Harms and Raisch are joint partners on this project and will start paving in the late spring. All grading is practically finished. Basalt Quarries have 17 submarines to cut up at Napa but are not too busy otherwise.

Contractors Keep Busy

The local contractors in the Vallejo, Napa area are as busy as weather will permit. Ball and Par-

ker on the Rector Dam are working a little on force account trimming up the project. The dam is finished. We expect some pipeline contracts in the near future for both the Conn and the Rector dams. Moore and Roberts are on the finishing end of their Yountville project and F. E. Young has finished their land levelling job in that vicinity, they are now in a small job down on the San Anselmo area. R. J. Brant is low bidder on a good job for pipeline with the Marin Water District and should be under way at this writing. Art Siri speeding with equipment the Santa Rosa way and installing a model crushing plant on the Petaluma Hill Road after some very fine work on the site. Bro. Spalletta has his hot plants ready for early spring operations. Bro. John Claridy is in charge. John Rapp is busy in this district on small jobs.

Les Crane in Healdsburg has six cats and one truck crane and are expecting delivery in the near future of two new cats. Les keeps the boys pretty busy and has recently added one of the best highway transports that I have ever seen—it is able to move anything anywhere any time. Bro. Tony Johns is foreman for this outfit. Kiss-Crane have one rig at Upper Lake on bridges and one rig out at Hacienda on a bridge project there.

Bro. Paul Fry has Barbettini's rigs up in Lake County and has some nice work lined up. We have many other members working in Lake County. The Gerwick pole yard in Petaluma have several engineers on the job and are very busy. Bro. Paul Ryder is mechanic on the job. Bro. Kenny Schaffer, who operates the shop lunchroom at 879 4th Street in San Rafael, tells me he can't stand his own cooking much longer and will be out in the spring, picking off some good job. Some of the brothers will remember this lad who is known as the Big Lunch Robber that used to work in Marinship.

Good Spring Prospect

Lots of work lined up for spring, and many contracts let, particularly in the Mendocino area.

We regret to report the following members on the sick list and wish them a speedy recovery:

Dollwet, Addington, Atkinson, Keeman, S. B. Turner, E. J. Ward at Warner's Rest Home near Aurora in Lake County.

A. H. Ruoff, lumber company at Lagunitas, have added new equipment. This is the only completely organized lumber company in Northern California as far as the operating engineers are concerned. Louis Paysee is master mechanic on this job.

Round-up of the news from Utah

By C. L. Casebolt, T. L. Clark, C. R. Van Winkle and L. G. Osfler, Business Representatives

Salt Lake City—During the last few months the Utah Engineers have been badly kicked around by the weather, but now that spring is just around the corner (a Herbert Hoover corner), the Utah Engineers are going to have to decide for themselves whether they have a chicken in every pot or even a pot to stew said chicken in.

On the night of February 5, 1947, Allen E. Mecham, manager, Associated General Contractors of America, Intermountain Branch, appeared at a public hearing and spoke with proponents over S.B. 32, S.B. 47, and H.B. 36. He stated that the Association favored any legislation "that will write equity into the labor laws." We interpret this to mean that his Association favored any legislation giving the employer the right to run "open shop" jobs without being subject to reprisal.

Contractor Meeting

At 3 p.m. on February 17, 1947, your committee will meet with the Labor Committee of the Associated General Contractors in an attempt to reach an agreement for the balance of this year. Much depends upon whether or not the Utah Legislature passes S.B. 32. Should this bill be passed I can assure the Engineers that very little will be accomplished in the way of an agreement.

Now let us look further into the economic picture and the wages

being paid in places other than Utah. We will give you the wage scales and the examples of what is happening elsewhere so that you may use your own judgment in securing employment for the coming season. It is our advice that you read this article carefully and keep in touch with the office for further information.

Living Costs Shown

A piece, two inches by two columns, appeared in the Telegram last week which dealt with the present living conditions in Salt Lake City. The Telegram stated that living costs at the present were 30.1 per cent higher than at this time in 1945. The Telegram stated the costs early in 1946 had gone above this figure but had leveled off to reach the 30.1 above 1945, where they stand at present. They also stated there was little hope for any reduction for the balance of 1947. Still the Utah employers wish to pass S.B. 36, which would impoverish the state even more than it is now and take away every right the workers have enjoyed since the last depression.

Now let us return to the ultra-conservative companies, namely the Standard Oil Company of California and the Shell Oil Company. I want all readers of this article to check this carefully; here is what those companies have done on a voluntary basis and surely when these ultra-conservative companies can see the need of such advance in wages as they are paying voluntarily and give the lie to the impoverished cry set up by Utah employers.

Voluntary Action

On January 1, 1947, Standard

Oil Company of California called in a representative of Boilermakers Local 351, El Segundo, California, and Local 317 of Richmond, California, for the purpose of discussing the cost of living and the necessary wage increase to offset this increased cost of living. The Standard Oil Company claims that in the last six months of 1946 living costs have increased 22 per cent and as the contract would run until June 30, 1947, the company felt that there must be an increase to meet the living costs. Therefore, they made a voluntary increase in wages of 20 cents an hour to all boilermakers until the expiration of the contract June 30, 1947, then at that time they would again go into the cost of living question and negotiate a new wage scale. In December 1946, this same company paid each and every worker a one week's basic pay as a living bonus to counteract the high cost of living.

Living Cost Bonus

On December 2, 1946, the Shell Oil Company paid their employees one week's basic pay as a living bonus to counteract the high cost of living. On January 1, 1947, the Shell Oil Company paid a living bonus to their employees ranging from not less than \$50 per month to more than \$175 per month. They will meet with the Boilermakers Union 317 in the next few days. The company has offered a 20-cents-per-hour increase to mechanics, 18¢ cents per hour to helpers to be paid from February 15 to June 30, 1947, to offset the cost of living and they, like the Standard Oil Company, will then negotiate wages based upon living costs.

We in Utah have heard of such bonuses and wish to point out that "one and only one" firm has ever made a voluntary increase. The LANG EQUIPMENT COMPANY offered a 7½ cents an hour increase in wages to offset living costs which went into effect July 1, 1946, and is still in effect. This company is in keen competition with other fabricators and equipment dealers, yet they saw fit to recognize the fact that living costs are higher, 30.1 per cent to be exact.

Watch Those Scales!

It is the duty of everyone to secure the necessities of living for his family. It is the advice of the Utah business representatives for every member of our union to consider the conditions carefully in Utah and other places before accepting employment for the season. We fail to see any reason why a man should work for from 7½ to 65 cents per hour cheaper in Utah than he can get in other places. The labor market for engineers was short all over the entire western part of the United States during 1946. There is more work available now with additional contracts being let, making more work than in 1946, so the conditions are favorable for the Utah Engineers to secure employment outside of the state where a living wage may be obtained.

We are requesting all of our members to consider this very carefully and inquire at the local offices for further information.

We are also requesting that all members of the International Union of Operating Engineers living outside the state of Utah, to stay

outside until such time as we have secured a contract comparable to those in other states in the West.

NLRB Election

Aside from the preposterous howls and cries of impoverishment coming from the Utah employers, we have other matters of interest to our members. Geneva Steel election for bargaining rights between the A. F. of L. and the CIO will be decided on February 12 and 13, by a National Labor Relations Board election. This election, being the third one in this plant, draws national attention and is an all-out campaign by both sides.

The oil situation in eastern Utah is temporarily slowed up and will continue slow until a new pipe line is built to carry the production to processing centers. The shortage of materials at present is holding up the building of the lines which has been projected.

During the past month it was found necessary to move the Ogden office from the Kiesel Building back to the OGDEN LABOR TEMPLE at 261 - 25th St., Ogden, Utah. Our telephone number remains the same, Ogden 23696. Brothers, please note in case you are in Ogden so you will be able to locate our office.

Engineers' Dance

The next annual dance of the Operating Engineers will be held in the Newhouse Hotel at 9 p.m. February 28, 1947. You may secure your tickets from the local offices or at the hall the evening of the dance. All members of Operating Engineers are cordially invited to attend.

Let's have a good turnout and a good time will be assured.

Daily report of awards for construction

(Compiled by P. E. VANDEWARK)

January 10, 1947

SAN FRANCISCO, Calif., contract awarded to E. J. Treacy, \$7894, by Dept. of Public Works for A.C. paving, etc., Oakview Ave. SAN FRANCISCO, Calif., contract awarded to B. & R. Const. Co., \$4184, by U. S. Engr. Office, for restoration of Beach Chalet, Golden Gate Park, San Francisco.

January 14, 1947

REDWOOD CITY, Calif., contract awarded to L. C. Smith, \$146,203, by City Clerk for grading, surf. draining, etc., Redwood Terrace Subdivision.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$1977, by City Clerk, for asph. conc. paving of "S" St., 39th St. to alley.

MONTEREY, Calif., contract awarded to San Francisco Bridge Co., \$51,861, by U.S. Engr. Office, for dredging of Monterey Harbor, Monterey.

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, 3778, by Public Util. Comm., for conc. paving, etc. of Van Ness Ave., E. side, north of North Point St.

January 15, 1947

SAN RAFAEL, Calif. (Unit and total bids submitted, contract awarded), contract awarded to R. J. Brant, \$24,550, by Secty. Marin Municipal Water Dist., for laying of 12,200 ft. 16-inch steel water mains between Fairfax and San Rafael, Marin County.

January 15, 1947

MILLBRAE, Calif., contracts awarded to L. C. Smith, \$271,000 (streets and sewers) to Calif. Water Service Co., \$26,000 (water mains) by Max Schmidt, for const. utilities in Meadow Glen Subdivision between El Camino Real and Skyline Boulevard in Millbrae Const. of 700 two and 3-bedroom homes is being handled by the owners, Schmidt & Loy; 50 are under construction, 350 to be built in 1947 and 300 in 1948. Entire subdivision including a 2-block business district, estimated to cost \$7,500,000.

CHICO, Calif., contract awarded to McGuire & Hester, \$6238, by St. Div. of Architecture, for construction of water supply and sewer services at the Third District Agriculture Assn., Chico.

January 15, 1947

CARSON CITY, Nevada, contract awarded to Nevada Constrs. Inc., \$69,817, by Dept. of Highways, for 2.051 miles grade, surf. port. of highway between Kings Canyon and Curry St.

JACKSON, Calif., contract awarded to Spinetti Bros., \$1837, by City Clerk for construction of a sewer line in the O'Grady Tract.

SAN JOSE, Calif., contract awarded to Swinerton & Wahlberg, \$400,000, by Pac Telephone & Telegraph Co., for construction of new telephone building to be located at northwest corner of W. San Fernando St. and Alameda Ave.

SACRAMENTO, Calif., contract awarded to Swinerton & Wahlberg Co., \$101,000, by Pac Telephone & Telegraph Co., for construction third story addition to main telephone building.

OAKLAND, Calif., contract awarded to Stolee, \$494,000, by Pacific Telephone & Telegraph Co., for construction of addition to telephone building at 90th and Holly.

January 20, 1947

PALO ALTO, Calif., contract awarded to Haas & Rothchild, \$400,000, by Pacific Telephone & Telegraph Co., for construction of addition to present telephone building at Palo Alto.

EUREKA, Calif., contract awarded to Fred J. Maurer & Son, \$45,000, by Pacific Telephone & Telegraph Co., for construction of an addition to the Pacific Tel. & Tel. building at Eureka.

SACRAMENTO, Calif., contract awarded to Lawrence Const. Co., \$114,846, by State Div. of Architecture, for alterations of office quarters Dept. of Veterans Affairs.

January 21, 1947

WASHINGTON, D.C., the Civil Aeronautics Admin. has allotted funds, as follows, for construction and improvements to small California airfields in region VI:

San Jose Municipal: Grading land purchase, fencing and marking, \$62,613; Merced Municipal, paving, apron and taxiway landscape, \$10,063; Avenal Municipal, paving runway, lighting and administration building, \$28,629; Los Banos Municipal, grading, paving runway, \$11,470; Three Rivers Municipal, land purchase, \$1875; Quincy-Gansner, grading, \$22,940; Sonora-Columbia,

land purchase, grading, paving and administration building, \$14,739; Jackson, Amador County, grading, paving, lighting and utilities, \$20,967; San Rafael-Greenbrae, land purchase, \$60,000; Modesto Municipal, land purchase, grading, paving, administration building, \$57,011; Dunsuir Municipal, grading, \$9176; Hanford Kings Co. No. 1, land purchase, grading, paving, administration building, \$76,034.

January 21, 1947

SAN MATEO, Calif., contract awarded to L. C. Smith, \$72,790, by City Clerk, for grading, surfacing, etc., Rolling Hills, Juniper Hills and Charles Subdivision.

BERKELEY, Calif., contract awarded to Paris Bros., \$4963, by H. A. Goodrich, for furn. and const. emulsion tank at the Corporation Yard.

SAN MATEO, Calif., contract awarded to Keeble & Brown, \$122,654, by City Clerk, for grading, paving, curbs, gutters, sidewalks, streets in Dore and Cavanaugh subdivision.

January 23, 1947

SAN FRANCISCO, Calif., contract awarded to Bethlehem Shipbuilding Corp., \$145,899 by United States Engineer Office, for dry-docking and overhauling government-leased Olympian Dredging Co., clamshell dredge "Holland."

SAN FRANCISCO, Calif., contract awarded to Duncanson-Harrellson, \$38,629, by Board of State Harbor Commissioners for repairing fender on Pier 38.

SACRAMENTO, Calif. (Work contemplated): The California Highway Commission voted today to allocate \$300,000, for grading and paving two extra lanes between the Toll Plaza and the distribution structure on the eastern end of the approaches to the San Francisco-Oakland Bay Bridge.

SAN FRANCISCO, Calif., contract awarded to Eaton & Smith, \$2400, by State Div. Archt. for grading and paving, vets. temp. housing, S.F. State College.

SACRAMENTO, Calif., contract awarded to Beerman & Jones, \$74,716, by Calif. Div. of Hgwy., for 0.4 miles grade and plantmix surf. in City of Sonora in Stockton St. between Solinsky St. and Washington St., Tuolumne Co.

SAN FRANCISCO, Calif., con-

tracts awarded (1) Utah Const. Co., Morrison-Knudsen Co. Inc. and Walsh Const. Co. (Jnt. Venture), and (2) to T. E. Connolly, by Pac. Gas and Elec. Co., for construction of tunnels and related structures; (1) Electra Tunnel, 43,000 feet and (2) West Point Tunnel, 14,200 feet, 22 miles NE of Jackson.

SAN CARLOS, Calif., contract awarded to Albert E. Mangs, by City Clerk, for construction vitr. sewer in Orange Ave.

REDWOOD CITY, Calif., contract awarded to B. Miles Thomas, \$2635, by City Mgr. for construction of water mains in Charter St.

SAN FRANCISCO, Calif., contract awarded to Reed & Tuttle, \$33,335, by Public Roads Adm. for 0.074 miles construction bridge across the Salmon River, in Klamath National Forest.

FAIRFIELD, Calif., supplemental contract awarded to Morrison & Knudsen Co. & Stolte Inc. (jnt. venture), \$3,000,000 by Corps and Engr. for construction and completion of a 150-bed reinforced concrete hospital at Fairfield-Suisun Army Air Base.

SAN FRANCISCO, Calif., contract awarded to Monson Bros. by Pac Tel & Tel Co., for construction addition to exchange building at 1 McCoppin St. Estimate \$850,000. CPA approved has been given.

January 29, 1947

SACRAMENTO, Calif., contract awarded to Basich Bros. Const. Co. and Basich Bros., \$143,373, by Calif. Div. of Hgws., for 5 miles grade and plantmix surface between 12 miles east of Mojave and Muroc Junct.

January 30, 1947

FRESNO, Calif., contract awarded to Kovich Bros. Const. Co., \$35,204, by City Clerk, for construction concrete pipe sewers in Oakwood, Lafayette Tract.

SACRAMENTO, Calif., contract awarded to Evans Const. Co. and Barton & Anderson, \$71,700, by State Div. of Archt. for erection of Projects 1, Crystal Lake Fish Hatchery, Cassel, Shasta Co.

FRESNO, Calif. (unit and total bids submitted, contract awarded): Contract awarded to Pac. Pipeline Const. Co. & Engineers Ltd., \$14,489, by D. E. Roughton, for installation of steel water mains in Fresno, Calif.

February 3, 1947

SAN FRANCISCO, Calif., contract awarded to Theo. Scott, \$28,267, by Civil Aeronautics Adm. for installation landing system and light lane at San Francisco Municipal Airport.

SACRAMENTO, Calif., contract awarded to Tom L. Gogo, \$60,200, by City Clerk for furn. and const. 24 welded steel water main on "R" St. and rem. ex. 16 feet C.I. main (Sec No. 3) and on 59th St. between "R" and 5th Ave., between 58 and 59th Sts.

SACRAMENTO, Calif., contract awarded to Continental Const. Co., \$184,222, by Co. Clerk for const. 2-story, 42-room, reinforced concrete detention home on County Hospital grounds.

February 4, 1947

PALTO ALTO, Calif. (unit and total bids submitted, awards recommended): Bids received as follows by Dept. of Public Wks., for installation of water, gas and electrical utilities, Stanford City area.

Water—Award recommended to Harvey Conner, \$32,950.

Gas—Award recommended to Harvey Conner, \$10,826.

EUREKA, Calif., contracts awarded to Mercer-Fraser, \$9365, (Item No. 1) and Thomas Hull, \$1891, (Item No. 2) by Board of Supervisors, Humboldt Co., for construction following:

1—Concrete culvert and earthfill on Elk River Road.

2—Extension to reinforced concrete bridge over Jacoby Creek.

QUINCY, Calif., contract awarded to Judson Pacific Murphy Corp., \$10,809, by Board of Supervisors for furn. and fabr. struc. 100 feet steel pony truss.

February 5, 1947

MONTEREY, Calif., contract awarded to Granite Const. Co., \$13,386, by City Clerk, for surfacing and sidewalks on Alvarado St. from Decatur St. to Lighthouse Rd.

MONTEREY, Calif., contract awarded to Stolte, Inc., \$3151, (only bid), by City Clerk for construction of Cooper St. sewer in Monterey.

SAN FRANCISCO, Calif., contract awarded to Martinelli Const. Co., \$79,950, by Dept. Pub. Wks., for construction horticultural facilities, greenhouses, etc., at S.F. Junior College, San Francisco.

What's doing in the Oakland office

By Al Clem and T. D. Bryson, Business Representatives

Oakland—Once again it is time to prepare the article for the monthly news letter. Ordinarily we find a great deal of enjoyment in this undertaking, for through it we are able to pass on to the members in other areas the doings and activities of the brothers in the Oakland territory. But it is with profound regret at this time that it falls to our lot to report the passing of Brother Joe Walther.

Joe was stricken and died suddenly Saturday morning January 25th, while on his way to work. It was indeed a shock to those of us who had been privileged to work with him, as he had apparently been in the best of health and spirits. Never one to complain about himself, it was his creed to think first of his fellow man and particularly his friends, and we were completely stunned by his passing.

4 Years in Oakland

Joe had been in the employ of Local 3 for approximately 4 years, working out of the Oakland office. Previously he had worked in the shipyards in Richmond and had a host of friends in the Bay Area. Before coming to California and prior to the amalgamation of Local No. 3 he was Business Representative in the Denver, Colorado area, where he did a splendid job for the organization. He always gave unstintingly of his time and energy and perhaps the long hours and the effort he put forth contributed measurably to the cutting of his span of life. We can say without fear of contradiction that Joe had at all times the thought in mind steel fabricating plants, is engaged

to better the lot of the members of his union and he worked diligently toward that end. It is to these old timers who gave their all that we, who are younger in the labor movement, owe so much. In these few words we salute you, Joe, and wish your lot in the Great Beyond may be a smooth one.

Telephone Expansion

In a recent statement issued by the Telephone Company, plans to meet the increasingly heavy demands for phone service in the East Bay were disclosed. An overall construction program, which includes new buildings, building additions, installation of more switchboards as well as outside plant facilities is planned with more than \$12,000,000 to be spent in the Metropolitan area of Oakland alone this year.

This all comes as especially good news to our members as well as to this office. Those Brothers who have been living in town but have been unable to obtain phones have, in most instances been dependent on neighbors to get word to them when we needed them for jobs. As for those living in outlying districts it was often impossible to reach them when the telephone traffic was heavy. However, we feel that the Telephone Company has done a very fine job under the most trying of circumstances and we know that they will welcome an easing of the strain even more than the subscribers. We think that a word about all those who have assisted us in getting calls through is not amiss at this time. In all the times that we have contacted storekeepers, service station operators, land-

'Great law of life'

War is the negation of real civilizations.
You only get rid of your enemies
By making them your friends;
and
You can only do that by loving your enemies;
That is one of the great "Laws of Life." —V.S.

lords, friends, relatives and a host of others, and asked their help in delivering messages, we have met with only the very finest cooperation. We feel that theirs has been a very worthwhile contribution toward keeping things rolling during an extremely difficult period. They have definitely proven themselves to be good neighbors and we say "Thanks for your help, folks!"

New Building Work

New building construction announced during the past month include the erection of a building covering 23,000 square feet at 86th Avenue and San Leandro Street, Oakland, by the Valley Equipment Company of San Jose. A leader in the field of farm machinery this firm is expanding its operations in industrial equipment.

Standard of California recently announced that three new buildings will be erected at their plant at Point Richmond. Contracts will be let almost immediately for this work which will include a steel frame repair shop structure.

The Judson-Pacific-Murphy Corporation, one of the area's major in an extensive program of ex-

pansion at their Emeryville factory. Transfer of San Francisco operations to the company's plant on Eastshore Highway has necessitated the expansion program which includes four new factory buildings and an office. A new section for reinforcing steel fabrication has been added and the structural steel department has been doubled in size.

DREDGE NEWS

Dredge work is very slow and the prospects are none too bright for the immediate future. However, I have learned that a large job is contemplated for the California Turf Club at the race track in Albany. It was reported that bids on this job were to be opened on Monday, February 10th, but I have learned since that this would possibly be postponed, pending permission from Government Agencies.

The American Dredging Company has called some of their old men back and they are making ready to move their yard and equipment to McAvoy on the Suisun Bay, near the Shell Chemical Plant. However, I am informed that they are storing the equipment at Freeman Island until they get their McAvoy Plant ready. The company was compelled to move to make way for the new Eastshore Freeway which goes right through their old yard at the foot of 11th Avenue in Oakland. Brother Norman Stanton is in charge of the moving, and Brothers Ben Eden, Alex Boe, Harold Hansen and a few others are now working on this moving job.

Hydraulic Dredging Company's dredge Papoose is finishing at

Hunters Point within a short time and probably will go in for some much needed repairs.

The Olympian Dredging Company has several of the members working at their Rio Vista yard, where they are cleaning up and repairing the equipment. The dredges Monarch and Neptune are in for temporary repairs but both have long jobs to go to as soon as this repair work is completed.

The Trojan has finished the job at the boat harbor at Antioch Bridge and has also moved into the Rio Vista yard.

Mr. Cooper has increased the wages of the employees in his yard, and they are now receiving rates comparable to those paid on the dredges.

The Associated Dredging Company has bought a new diesel engine for the dredge Sucker and they expect to have it installed soon.

The gravel plants in the vicinity of Pleasanton and Niles present one of the few bright spots in the employment picture with full time crews in operation at all of them. At the present time we have approximately 150 members employed in these plants. Work on the new P.C.A. plant at Eliot, which is being constructed near the old site, is coming along very well, but it is expected that another three months will be needed to complete the job. This plant will be strictly modern in construction and the brothers in the employ of the company are anxiously awaiting the time when they will be able to get situated in their new location.

Getting Around the jobs

Landleveling, an industry well known in many districts covered by Local 3, but a comparative newcomer to the Contra Costa and Alameda County areas, is getting well under way around here with activities centered, for the most part, in the upper end of Contra Costa County around Farrar Park. Several cats are now operating in that vicinity and we are glad to report that we are receiving fairly good cooperation from the contractors and have been quite successful in signing contracts with those coming into the area. The latest of these was the company headed by P. G. Andrew, who entered into an agreement with this Union on the 23rd of January.

Following a three week shutdown, work was recently resumed on the Stolte-Harrelson 5th Avenue Overpass job. Out in the Stolte shop on San Leandro Street, however, several of our heavy duty repairmen were laid off recently due to lack of work, but it is expected that things will be picking up in the near future.

The remodeling and reversion job now under way out at Heafey-Moore's hot plant on High Street, is being followed with a great deal of interest by the brothers on the job. Under the supervision of Brother Scott, Plant Foreman, the plant, which for many years has been operated by means of a steam engine, is now being modernized and electric power is being substituted. While everyone is glad to see new and modern methods taking the place of the old ways there is bound to be a certain feeling of nostalgia connected with the scrapping of the equipment that has worked so faithfully for so long. However, everyone surely feels that this old machinery is entitled at last, like an old, overworked horse, to have its shoes pulled off and retire to the pasture.

Work is going along about the same as usual at Independent Construction Company, after being curtailed somewhat due to the rain. At the present time many admiring glances are resting on the fancy chassis of a shiny new 15B-Bucyrus

shovel which was just delivered to the company.

Rhodes-Jamieson's Material Yard at the foot of 23rd Avenue is a busy place these days, with enough work on hand to keep two full-time crane operators humping most of the time.

Most of the heavy excavating on Harms Brothers Willow Pass job is completed. The shovel, which was recently moved in from the job in Marin County is being operated by Brother George Freeland.

Although outside work is very slow, the heavy duty repairmen employed in McGuire and Hester's shop are busy with overhaul work at this time.

Brother Oscar Fryar, Shop Foreman for N. M. Ball has been hiring a few extra repairmen for the shop at 3rd and Delaware during the past few weeks. This company has approximately 12 cats to overhaul which should keep several of the members busy for some time.

Work at the Bechtel job in the Standard Oil Plant, Richmond, is going along about the same as usual; but the company was recently able to add a few of our members to their payroll out at the Associated Oil Company Plant in Avon. Brother Bill Barr was recently transferred from the hot plant in Pittsburg to this job.

On a recent visit to Pittsburg we dropped in at the Columbia Steel Plant and saw Brothers Joe Mauser and Howard "Red" Hall. The boys are busy placing red iron for the American Bridge Company on their job at the plant.

Shipyards Quiet

The shipyards are comparatively quiet and repair work seems to have fallen off considerably. However, a considerable amount of shipwrecking is scheduled to salvage the vitally needed scrap iron, and we have been busy endeavoring to consummate an agreement covering engineers employed in these various operations.

During the past month, with the

assistance of Brother Mathews, we were successful in negotiating a new agreement covering the Scrap Yard Industry in this territory. We are glad to report that this agreement provides a substantial increase in wages for the members of our Union employed in this industry.

Joe Cesa's Batch Plant out at Antioch is operating full time, furnishing transit mix for the various housing projects in the area.

Asta Co. News

The Asta Construction Company of Rio Vista has eight of our members on the payroll at the present

Brother and Mrs. Jim Johns, Jr., are the proud parents of a 6 lb. 13 oz. daughter born in the Permanente Hospital on January 10th.

Another January arrival was the son born to the Lyle Fishers. This young man checked in on January 13th at a weight of 7 lbs. 14 oz.

Brother Ben Blackman, who has been skinning cat in these parts for nigh on to a decade, recently did a little branching out for himself. He purchased a 5-yard bob-tail dump truck and says he'll haul dirt most any place if you'll just give him a ring at Concord 697L.

MAIL CALL: We are holding mail for the following Brothers. Anyone knowing their whereabouts please contact this office at once:
Ray Jacobs
Paul Frey
Vernon L. Shore
William Hoover
F. Sawyer

Back from Arabia

On January 27th, Brother C. B. Reneau returned after 23 months in Arabia on the Bechtel McCone job. Brother Reneau went over as a shovel operator but has been employed as equipment foreman for the past 18 months. In this capacity he came in very close contact with the natives, learned some of their

time employed on various jobs in the area. Brothers Gerald Miller, Harry Waites and Peterson are all doing landleveling work, while Brother Paul Davis is operating paver. Brother Tex Clifton is now acting as foreman on the paving job at Benicia Arsenal with Brother George Deitrick operating the blade.

The company has several other jobs pending but at the present time work is pretty slack. The main topic of conversation and the center of interest around the shop in Rio Vista is the new low bed trailer that has just been completed. Formerly a tank trailer this rig was overwidth and under axeled and the

News about the brothers:

language, a bit about their customs and a lot about the inner workings of their minds. He says that when you take a native off a camel and put him on a dozer there are bound to be some strange results. We don't know what they think of their camels (some say they are held in very high esteem) but we certainly got a very clear picture of their reactions to machinery. Considering the fact that the majority of these people had never seen a motor driven vehicle prior to this experience and had used only donkeys and camels for transportation this utter disregard and ignorance of the care and maintenance requirements of engines is not too surprising. But even though they may be unversed in things mechanical they certainly are not lacking in self confidence and at the first sign of trouble with their equipment they hop down, find the boss and give out with this stock phrase: "Driver O.K., but machine 'mozane.'" Brother Reneau assured us that after riding herd on these fellows for the past year and one-half he feels that he could now easily hold down a job as head master in a school full of obstreperous kids. As to the future, he has no definite plans but says he will be going out of the country again before long—possibly to the Philippines this time. Prior to his sojourn in Arabia he spent considerable

main job consisted of narrowing it from 9' 6" to 8' and adding a tandem axle. This trailer which has a 22-foot bed and an overall length of 28 feet has a carrying capacity of 38 tons when used with a 10 axle tractor, but as the company plans on using it with a 2 axle tractor it will be limited to 22 tons—to be used mainly to haul the company's heavy equipment from job to job. It will also be available for rental.

Brother August Moritz who is in charge of the shop and equipment has been working on this project off and on since before Christmas and has been assisted from time to time by Brother Lester Emigh.

We regret to report the passing of Brother Fred Farrell who died suddenly at his home in Oakland on February 6th. He leaves his wife, Madelon, and one son, Jack, to whom we extend our sincere sympathy.

San Jose

(Continued from page 2)
ready for work again. . . . Brother's Al Gianini, Bigley and Wall have all been on the sick list but are recuperating. . . . Brother Wm. Malcom has also been ill for some time but is now ready for work. . . . Brother Vernon Lee of Cornell Tractor Company received a severe injury and will be confined for many months to come. . . . Brother William Bernal of Central Supply, Watsonville, received first degree burns on his face and second and third degree burns on his hands from a furnace explosion at the plant. . . . Brother Carl Brix recently entered the hospital where he will undergo a major operation. . . . Brother Timothy Sullivan, who is confined to the Alum Rock Hospital is showing some improvement but it is expected that he will have to remain there for some time yet.

Sacramento

(Continued from Page 1)

eye on the mechanics.

Fredrickson-Watson at Auburn laid off the shovel crew temporarily. They keep twelve engineers busy with E. L. Christman and Art Ostrom shifting and Jerry Aldrich master mechanic. Their work will be slow for some time yet.

W. C. Thompson's job at Forest-hill is still moving along. Several were laid off for a few days due to heavy snow, but at this writing are back on the job again.

L. G. Lynch at Michigan Bluff, is still going along about the same. Not much turn-over in personnel.

Tiechert & Son, Reeves, Lentz, McGillibray are keeping a number of men busy in and around Sacramento on street work in the new housing divisions and various jobs.

Steve Rados has used these nice days to advantage keeping all his men pretty busy on his sewer job.

Pacific Pipeline from Oakland has moved into Sacramento and cleared five men on the job.

Conditions on the Campbell soup job have been straightened out and things are running along smoothly again.

Natomas Agreement

When this goes to press we will be negotiating a new agreement with the Natomas company. Things are running pretty smoothly at the present time. The members are patiently waiting for better wages. The following is a list of the Natomas and Capital Dredging Company's committee men and they are giving 100% cooperation: Bert Woodbury, Ted Walden, Ralph Coutts, Gerald Cambell, Louis Larsen, Arnold Appel, Sam Isaminger, Glenn Nettles of the Natomas company and Walter Heflin of the Capital Dredging company.

The Capital Dredging company can use a few more men as they have one dredge standing idle.

Jackson Tunnel Job

The contract for the tunnel job at Jackson has been awarded to T. E. Connolly, Inc., who has a contract for 2½ miles and Utah Construction Company, Morrison & Knudsen Company and Walsh Construction Company has a contract for 8½ miles. It is expected that this job will get under way in the near future.

We have met with Mr. Hodges, superintendent for Collins' Construction Company, who are to build a new plant for Freuhauf Trailers, and have presented our general agreement for signature.

New Pacts Signed

We have had the following contractors sign our general agreement: Armstrong & Scott, drilling machinery contractor, signed January 10, 1947; J. E. Myhern, earth boring and concrete construction contractor, signed January 17; J. A. Perkins signed January 29; H. A. Anderson signed February 4 and Walker Landleveling Company, signed January 7. Walker also signed our landleveling agreement. W. D. Johnson signed our landleveling agreement on February 4.

Brothers Harry Lower and Hubert Jessee are in partnership operating a tractor and machine repair shop at Freepoint. Any brother needing this type of repair should remember these boys.

Al Wycoff, who is able to be out on crutches after being hospitalized for some time is mighty thankful to be alive these days and says he has no complaints to make. His automobile turned over three times and he has been laid up about three months.

A. M. Moreland is out of the hospital now recuperating from an operation. Many will be sorry to learn that Brother John Poland, who was heavy duty mechanic for Utah Construction Company, has had the misfortune to lose his child when his home burned at Shingle Springs recently. Our sympathy is extended to Brother Poland and his family.

Tribute to Walther

A tribute to the late Brother Joe Walther is the many regrets expressed by the members in this area concerning his death. History of the great work he did for organized labor and particularly the Operating Engineers is not

Redwood

(Continued from Page 4)

were cleared through the local Building Trades and the LAES became a Union project. We will give you a complete answer on the results of this negotiation in our next News Letter.

Brother Ed Johnson manages to keep busy with local construction and has been able to keep Brothers Walton Reed and Harland Boots reasonably busy at all times.

Brother Maurice Edwards is still snaking logs off his ranch at Blue Lake, but expects to be wound up and go back to construction this spring.

Brother Earl Snapp, formerly with the Golden Feather Dredging Company is now with the Buran Equipment Company. Brother Snapp spent a season in the Aleutians and became a member of Local 302, but has now made application to transfer back into Local 3.

The Dredge Jupiter has been tied up for sometime at Arcata and the watchman aboard is Brother Frank Price, formerly of Trinity Center.

The Dredge Oscar McGee has completed its work in the fish boat basin in Eureka and is to be dismantled and all equipment is to be sent to San Diego, while the hull has been sold locally.

The Eureka Ice and Cold Storage is on a five-day basis, and although no one has been laid off at the Farallone Fisheries, we have not got our contract signed as yet.

Mercer, Fraser still keeps their old crew busy part of the time with the expectation of a lot of work this coming summer.

Lumber Strike Vote

The Redwood Lumbermen's strike is being balloted on at this time and our predictions are that they will not accept the offer made by the companies, but that a counter-proposal will be made and most likely will be accepted. There is over a million dollars in construction work to be commenced as soon as the strike is settled, and from the amount of men on our out-of-work list, we would like to see this matter settled as soon as possible.

The Building Trades Department in Washington is attempting to stop the trespassing by the Lumber and Sawmill Workers on the respective building crafts' jurisdictions. We hope that the meeting at Miami will bring some satisfactory results. The Teamsters already have made a deal with the Lumber and Sawmill Workers, giving the Teamsters jurisdiction over all contract log haulers.

Planning Big Mill

The Wilson Lumber Company, who recently acquired part of the Hammond property, plan a three million dollar plywood mill there. This will require the driving of two thousand piles. Plans are to start the work by April first. This is located at Fairhaven.

Brother Herb Joppas has formed a partnership with Brother Larry Alkern and they are operating a gravel and trucking business. Herb signed a Building Trades Agreement with us and stated "This is going to be a Union outfit or it isn't going to run." More power to Herb and his partner, Alkern. They have been quite busy around Garberville and Myers and are doing very well. We hope they continue to prosper and we will lend them whatever support we can.

Phoenix Dirt Job

Phoenix Construction Co. is clearing a right-of-way at Piercy preparing for a lot of dirt moving when the weather permits. Brother Jack Rutherford is superintendent and I would like to convey to all brothers that Brother Rutherford is a credit to Local 3. No member of Local 3 ever got any better treatment or consideration from any superintendent than from Brother Jack. It behooves all of us to pull together and cooperate with him.

McEwen and Syar are tied up confined to the Oakland area where he acted as business representative for Local 3, but is widespread throughout all our territory. Whenever his name is mentioned we feel a great pride in being able to say "Joe was a personal friend of mine." We will not soon forget him or the things he did for us.

New bridge at Butte City plan; 'oldest paper' put on council's unfair list

By WILLIAM C. WAACK
Business Representative

Marysville—Excavators, Incorporated, were low bidders on the Gridley levee job which should start any day. What the U. S. Engineers determine as a start remains to be seen. Sometimes a set of grade stakes are officially recognized and sometimes it's the moving of dirt. However, when it is started, all men will clear out of the Marysville office.

Westbroke and Pope knocked off a job at Comptonville—north, or at least were low bids. Sometimes Westbrook is a pretty good Joe—sometimes difficult. This job is the first of the mountain highway jobs to go this year. We expect a heavy construction program insofar as this type of work is concerned for the coming season and we should keep a fairly large number of members busy in the hills.

Teichert Winds Up

Teichert has just about finished his Comptonville stretch and Bro. Dave Haney has done a good job in keeping the Local 3 boys satisfied. Oilers and compressor men were difficult to furnish due to lack of housing accommodations and oilers will not leave town on these classifications.

Lester Rice has opened E Street in Marysville to traffic. A main drag through the heart of a community with its sewers and utilities is at its best a difficult job. Personalities and wordy controversies bordering on lawsuits due to inconveniences and loss of business haunt the contractor for a long time following the completion of this type of work. Rice has about three months work ahead for his engineers of Local 3, barring of course the anticipated rainy season.

A new bridge across the Sacramento River at Butte City is set for this year. This job calls for a second span across Rasoer Slough as well as six-tenths of a mile in approaches. The funds for the project have already been voted by the Highway Commission.

If folks demand
all things union—
Then all things
will be union!



BUY GOODS
THAT BEAR THE
UNION LABEL

for the winter at Willits, McEwen doing small gravelling jobs of a few days duration whenever the weather permits.

Atkinson is doing some preliminary work and keeps one or two of the brothers busy on the bridge job at Fort Bragg.

Pay Differentials

The following is a list of the checks collected and the contractor from whom collected. This was to adjust pay differentials and overtime due. If you have not received your check, please communicate with this office, sending your correct address.

A. R. McEwen Company—E. Elliott, \$16.24; L. L. Findley, \$21.12; R. C. Anderson, \$45.58; Walter McGary, \$10.28; Walter N. Short, \$32.92.

W. C. Railing Company—A. J. Cessna, \$18.43; M. D. Mayes, \$14.95 and \$17.33; C. Alfson, \$5.15 and \$16.41; F. C. Lohr, \$17.33 and \$14.95; W. Lewis, \$15.94 and \$24.29; P. Ekberg, \$15.37 and \$16.79; C. M. Pennell, \$6.23.

Yuba River Sand Company is planning to double the capacity of their present plant. Supt. McBirney, if he follows through with his present plans, will make this operation one of the largest specialty aggregate plants in the state.

Larry Roper is still taking the bumps out of the farmers fields. After almost a year as contract land leveler (his card is kept up in Local 3) we look for this "new-comer" construction man to branch out a bit.

Clarence Baker has five rigs levelling land at Los Molinos, one in the neighborhood and eight at Tipton.

Herboth Unionized

The Herboth Tractor Shops in Marysville are now completely manned by Local 3 men—even the implement assembly department. To date we have been unable to secure a contract, thanks to the Tractor Shop Division of the Northern California Employers' Association but in spite of this group's efforts, we do have a 100 per cent UNION SHOP.

Mr. I. G. Zumwalt, chairman of this group, is also under the impression that the security of the Employer Group gives him refuge from the union program set up by his shop employees but he, too, was advised that whether he liked it or not, he had a union shop. Whatever wage increases have been granted, the men know have been not because these employers are big hearted (they want you to think that) but because of the continued efforts of Local 3 to improve wages and conditions in these "small farmer hardware stores." Zumwalt has 33 shop mechanics in his "store."

Sierra Pay Hike

Our efforts at Sierra Tractor in Chico have also brought to the men substantial increases. After a strike condition that collapsed Local 3 entered the picture. A reorganization of this plant was accomplished and the men sent back to work. In some instances the employees who have received two raises and a bonus since believe that the management has started a "share the wealth plan." "Yes, we have a job for you if you don't join a union." We shall see.

Daily Paper Unfair

Lots of things are happening here. Our newspaper, the Appeal Democrat, the oldest newspaper in California, changed hands over a year ago. When the Allied Printing Trades contracts expired the men were terminated and for the first time in its history, a non-union crew was brought in from Santa Ana, Southern California. This paper is on the official unfair list, "We Don't Patronize" of the Central Labor Council of Marysville. The "Capital Dollar Store" and "Jay's Town Shop" are also on that certain list.

Yep, the guy you saw hobbling down the street with a cane for a couple of days was me. The jack of the car kicked out and connected with my knee.

Went aboard Dredge 15 and shot the breeze on my first climbing job. Boat 19 is supposed to be digging by the time this reaches you. Twenty, the largest gold dredge in the world is laid up for six weeks installing jigs. Bro. Pete Howard, for weeks a "whispering shadow" of himself is getting his voice back. For a long time no one listened to Pete, couldn't hear him.

Fred Fehr, dredge master of 18, is moving over to 19. Charlie Cridle and Frank Stroup will be two of the winch men. By the grapevine we hear that the balance of the crew is being selected with GREAT CARE.

Stockton

(Continued from Page 1)

Trees State Park, 44.8 miles, \$2,121,000.

"Sign Route 49 (Mother Lode Highway), San Andreas to Mokelumne Hill, 9 miles, \$955,000; Route 65 (Sign Route 49), Mother Lode Highway, Angels Camp to Tuolumne County line at Melones, 6 miles, \$740,000; Sign Route 4, Altaville to Stanislaus County line via Copperopolis, 10.5 miles, \$994,000."

Ditch-Digger 'Train'

Just in case some of the local brothers might not have seen the following press story, I am attaching it to our column. It should be of great interest, too, to all the members of Local 3:

This is a story about the slow train through the San Joaquin Valley. It left Stockton last year and may reach Bakersfield—250 miles to the south—about 1950.

The train runs on rails 85 feet apart, is as big as a three-story house and floats on wet concrete.

And just a few days ago the "Bakersfield Special" set a new speed record—it moved 530 feet in a single day.

The train is more technically known as a slip form. It is being used to build a man-made river which will run from Friant Dam near Fresno to the lower San Joaquin Valley, some 160 miles to the south.

As the ponderous machine inches along, it takes concrete into its enormous jaws and lays it on the bottom and sloping sides of the ditch.

Preceding the slip form is a "trimmer," not quite so ponderous, which smooths the ditch. Following the slip form is the "finisher." The "finisher" has little cars in which men ride up and down the sloping sides of the ditch making expansion cracks in the fresh-laid concrete and finishing off any rough spots.

The concrete-laying slip form, however, is the most spectacular of this three-car train. It weighs 95 tons and floats along on the wet cement mix, smoothing and packing it down.

All three pieces of equipment cost around \$190,000.

Last year the big slip form was loaded on six railroad cars at Stockton to be brought to Friant, some 120 miles to the south. Even disassembled, the pieces were so large and heavy that it took two weeks to move the machine to Friant over a devious railroad route.

Assembled, the slip form and its other "cars" were put to work on the Friant-Kern Canal.

To date, some 5½ miles of the ditch have been completed, lined with concrete and is ready to take its place as part of the vast Central Valley Project under construction by the United States Bureau of Reclamation.

This particular canal, about 35 feet across at the top and tapering to a bottom width of 32 feet, will dump water from the San Joaquin River to the Bakersfield River.

Richard Durant, project engineer for the canal, indicated the "slow train" may be passing through Visalia—about 72 miles south of Friant—some time in 1948.

It was last Friday when the contraption set the new speed record of 530 feet in one day. We caught up to the slip form just at the wire. It was moving along under its own power and didn't seem a bit out of breath.

But the contraption has to be seen to be really appreciated, for its performance out-does any Rube Goldberg device.

U.S. Bureau engineers have given up trying to explain its workings in understandable English. They wave their arms outlining its shape, mutter a few words and then say: "You'd better look at it."

But Engineer Dick Durant says they've just perfected a new contraption, aptly named the "Rube Goldberg." We were shown a photo of it and promised a preview of it in action later on.

The photo? We're not sure, but it seemed like Patton's 3rd Army hooked up to a couple of escalators. It was chewing up dirt and spitting it out in mouthfuls about the size of Bunker Hill.