



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

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FEBRUARY, 1953



VETERAN OPERATOR KILLED AS CRANE TOPPLES

The picture above shows the wreckage of a 35-ton Whirley crane which overturned and crashed on January 26 at the Learner Co. salvage yard in Oakland carrying one of our brothers, Cornelius Paret, to his death.

This tragic accident points up the hazards of the Operating Engineer's work, a subject on which we would like to say a few words at this time.

We have here the case of a brother who had been working around equipment for the past 40 years.

Brother Paret, who lived at 1628-51st Ave., Oakland, was 63 year old. He was initiated into the Operating Engineers in April 1936.

Brother Paret went to work for Moore Dry Dock in 1913 as

a rigger. In 1926 he began operating equipment. During World War II he worked as Crane Dispatcher for Moore Dry Dock at Oakland yard.

In 1947 he went to work for the Learner Co. where he operated various types of equipment such as Whirleys, gantrys and locomotive cranes. You can readily see that with this background Brother Paret was no green pea as an operator.

The 35-ton Whirley involved in this accident was a rig known to many of the brothers as it was formerly in operation on the Embarcadero in San Francisco.

At the time of the mishap, Brother Paret had picked up a reel of wire weighing an estimated 15 tons, traveled a considerable distance with it, swung

it to the side and had begun to lower the load into a storage zone when the crane started to teeter and finally went over on its side.

Brother Paret was crushed in the wreckage of the cab. He was pronounced dead on arrival at Highland Hospital.

So, brothers, you can see by this that regardless of how much experience you may have it is possible at any time for a mishap to occur which may cause serious injury or death.

Therefore we would like to pass this word of warning: be on your guard at all times.

We would like to extend the sympathy of the officials and members of Operating Engineers Local 3 to the family of Brother Paret.

Welfare Talks On; Benefits to Start in April

Discussions with the Associated General Contractors regarding the Health and Welfare plan for Operating Engineers Local 3 members in the construction industry in California were still in progress as this issue of Engineers News went to press.

Full agreement had not been reached on details of the trust agreement, which must be completed before the benefit amounts and other details of the welfare coverage can be established.

For the information of the membership, this is the picture as it now stands:

The welfare payments by the employers, in the amount of 7½¢ for every working hour, became due as of Feb. 1.

Actual payments into the fund by the contractors will begin about the middle of March, when all the February payroll records are in.

It is contemplated that April 1 will be set as the starting date for eligibility under the health and welfare plan.

After that date, any member of Local 3 covered by the plan who has worked 100 hours or more during the preceding month will be eligible to receive the agreed-upon benefits for himself and his dependents.

This indicates that members of Local 3 actually will begin receiving benefits from the health and welfare plan sometime in April.

There has been some confusion on the part of the membership, as shown by phone calls to the Local 3 offices and questions directed to the business representatives. Many were under the impression that they could begin to draw benefits on Feb. 1.

That is the date on which the money began to accumulate. But first there has to be a fund built up with which to buy the insurance, and a sufficient reserve to keep the plan rolling. That is why it will take until April before benefits can be paid under the plan.

The negotiations with the AGC on the welfare plan have been the major item of business during the past several weeks. Representing Local 3 in the talks have been Local Union Manager Victor S. Swanson, Recording-Corresponding Sec. C. F. Mathews, and Bus. Reps. P. E. Vandewark and Harry Metz, in charge of the Public Relations Department.

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The Cost of Poor Highways

A measure of the cost in 1952 of the inadequacy of the nation's highways—in lives, suffering and cash—has been made available by the National Safety Council.

This was the toll taken in highway accidents:

| | |
|---------------|-----------------|
| Killed | 38,000 |
| Injured | 1,350,000 |
| Cost | \$3,600,000,000 |

The economic loss from accidents includes wage losses, medical and insurance expenses, business and production losses and property damage.

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Compensation for on-the-job injuries may depend on the speed and accuracy of the report which you must make.

YOUR BLOOD BANK NEEDS YOUR BLOOD

You can't get blood out of a turnip. . . .

And neither can you get blood from the Operating Engineers Local 3 Blood Bank in most of our areas these days—our blood reserves have been entirely used up.

Your union is appealing to you, therefore, to give a little thought to the importance of our Blood Bank, to think what it may mean to you, perhaps, in a moment of great need . . . and then to make an appointment as soon as you can to donate a life-giving pint of blood to our blood reserve.

It is one of the miracles of modern medicine that lives can now be saved by administration of whole blood in cases of injury, surgery or sickness that not long ago would have meant certain death.

But if the patient has to pay for that blood, it costs \$35 a pint. Sometimes many pints are needed. The patient would have to bear a terrific expense if he could not find enough friends or relatives to volunteer to replace the blood needed.

That's why Local 3 has set up its Blood Bank. Any member of Local 3 who needs blood for himself or a member of his family can draw freely on the union's blood reserve—as long as the reserve is there.

Scores of our members have benefitted from this program already. Who knows? It may be you or your loved ones who may need this assistance next. But, as of now, our union would be unable to help you.

It is a simple thing to make a donation to our Blood Bank, especially now when many of the brothers have time on their hands. Just contact the nearest office of Local 3, and an appointment will be made for you.

Any healthy adult can give blood. It is not painful. You are able to go about your business immediately afterward. There is only a simple requirement that you avoid eating for four hours before the blood donation is made.

It's something you can do at no cost to yourself, yet with benefit to a fellow human that cannot be measured in dollars but only by the value of life itself.

To give to your union Blood Bank is perhaps the greatest act of brotherliness you can perform. We need your donation now. Give it now.

END CONTROLS--WE CAN HAVE WHAT WE CAN GET

By this time all of our members are undoubtedly aware of President Dwight Eisenhower's action wiping out wage and price controls.

Unlike many other organizations, Operating Engineers Local 3 was not immediately affected in any major way by the executive order ending wage controls.

Our union had no major cases pending before the Construction Industry Stabilization Committee or its parent outfit, the Wage Stabilization Board.

Suspension of the wage regulations means that Local 3, along with other labor organizations, is back where it was at the start of the Korean war—we are free to bargain with the employers in the future without any restrictions and whatever gains we make in wages and conditions can be put into effect without seeking governmental approval.

The effects of wage control remain with us, however, in one particular. For any cases that were ruled upon by CISC or WSB the orders remain in effect for the period when controls were in force.

That means that if a wage amount or fringe benefit was modified or denied it cannot be paid now for any of the period while controls were in effect, but it can be paid for the period from February 6 forward.

The ending of wage controls came as Local 3 was preparing for negotiations with the Associated General Contractors chapters in

its three main areas.

The Nevada AGC agreement is now open; the California AGC agreement will be open on May 1 for adjustment of wages and related matters, and the Utah AGC agreement comes up for renegotiation June 1.

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Retire to Two Bedroom Home

For the "Believe It Or Not" Department: A Minneapolis home-financing company reports that a survey of 6,030 couples of retirement age showed that 53 per cent wanted two-bedroom homes on a large lot and had enough money for down payment and monthly carrying charges. Fourteen per cent, according to the survey, wanted three bedrooms.

Doubt is cast on the figures by—

★ A recently published survey showing that about 90 per cent of industrial workers are now covered by some kind of retirement plan, but few would get enough to live on.

★ Our skeptical office secretary, who comments, "Anyone of retirement age who starts buying a home on payments is crazy."



H. A. BROWN—
December 27, 1952

WM. THOMAS—
January 1, 1953

CLAUDE WATSON—
January 3, 1953

KENNETH V. KRAMBULE—
January 5, 1953

CLYDE W. SMITH—
January 5, 1953

HARVEY STENDER—
January 9, 1953

JAMES N. ROBERTS—
January 11, 1953

BUFORD RADONS—
January 12, 1953

TOM R. JACOB—
January 22, 1953

E. H. STONER—
January 25, 1953

CORNELIUS PARET—
January 26, 1953

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Rubber in Road Building

American motorists may be riding on rubber in more ways than one—not just on their own tires, but on a "rubber road" as well. A new roadbuilding trend is to mix powdered rubber with the aggregate in road construction. The Natural Rubber Bureau claims this improves wearing ability of the road surface and tends to reduce skidding.

JOBLESS BENEFITS SHAMEFULLY LOW

By VICTOR S. SWANSON
Local Union Manager

How much "security" can a workingman and his family get out of knowing that if work slackens off or stops they will have to try to live on the magnificent sum of \$25 a week?

Anybody knows the answer. At today's prices \$25 or any amount close to it will barely feed a large family, let alone meet the cost of shelter, clothes, medical care and the rest.

Yet today our unemployment insurance setup, probably the most important part of our social security system, is keyed to these starvation levels.

In California, the maximum unemployment insurance benefit is \$25 for 26 weeks. In Utah the top amount is \$27.50 a week. Nevada is somewhat better—workers with families can get, in addition to the maximum \$25 basic payment, dependency allowances of \$3 for each dependent, up to a top of \$12. That's a possible \$37 weekly maximum for larger families.

Nevada is also ahead of the other two states in that there is no waiting period—a worker collects for his first full week of unemployment. In California and Utah there is a 7 day waiting period which means a worker has to be unemployed two full weeks before he begins to get any benefits.

But in none of our areas does the unemployment insurance system even begin to do today the job it was created for in the '30's—to give workers and their families temporary protection against unemployment by providing a substantial part of the wages they have lost.

All of us understand what has happened. During the last war and since then the cost of living has gone up steadily, but there has not been a proportionate increase in unemployment insurance benefit levels.

The U. S. Bureau of Labor Statistics has prepared some figures which tell the story. In California, for example, unemployment insurance maximum benefits in 1939 were \$18 a week. At that time the average wage was \$30.40 a week.

Since then the benefit amount has gone up to \$25 a week—that's about a 49 per cent increase in benefits. But in that time the cost of living has more than doubled. In 1951, when BLS made its study, average California wages were \$70.87, more than twice 1939. Clearly today's \$25 is a much smaller amount in relation to today's living costs and wages than the \$18 was in relation to costs and wages in 1939.

BLS has calculated what would be needed at the end of 1952 to restore that relationship. In California the benefits would have to be raised to a maximum of \$41.96 a week. In Utah it should be \$40.47. In Nevada, \$38.41 to \$50.41. In Hawaii (where benefits now are \$25) \$44.14.

The point in bringing this up is that now is the time to do something about it. The various state legislatures are now holding their regular biennial sessions. Unless the necessary substantial increases in unemployment insurance are voted by the various state legislatures, we'll be stuck with starvation benefits for at least another two years.

In California the AFL State Federation of Labor has introduced a number of bills to meet this problem. Companion bills in the Assembly and State Senate, AB 259 by Francis Dunn and SB 613 by George Miller Jr., provide for an increase in maximum payments to \$40 a week.

Bills AB 1677 by Ralph Brown and SB 612 by Senator Miller provide for extra payments for dependents. A bill by Assemblyman Dunn, AB 262, would repeal the seven day waiting period.

It goes without saying that every California member of Local 3 should let his Assemblyman and State Senator know that he wants these bills passed at this session.

Without a doubt the AFL federations in our other areas will be seeking improvements in their state unemployment insurance laws, and Local 3 members must also throw their support behind these efforts.

In all the areas there is one more feature of the unemployment insurance laws that needs changing, and that is what is called "merit rating." This is a system under which employers are granted reduced rates of contribution to the unemployment insurance fund in periods when employment is high and fewer claims are paid to their workers.

Here is how it works in California, for example. Reduced tax rates were voted in 1952, with the result that 30,000 of the 251,000 California employers subject to the taxing provisions of the act will pay **nothing at all** into the fund this year.

Another 25,000 employers will pay less than the 1952 minimum tax rate of 1 per cent of payrolls. **Estimates are that the unemployment fund will lose about \$55,000,000 in 1953 because of the reduction in merit rating tax levels.**

This is a very serious thing, especially at this time when there is reason to fear that the armament buildup will slacken and bring on some sort of depression.

California Assemblyman George Collins has introduced a

Taft's Changes—Few Okay, Rest Would Be Bad

Special problems of the construction trades are recognized in two of the 15 amendments to the Taft-Hartley Law proposed by Sen. Robert Taft.

The two changes are designed to eliminate provisions that are now on the books, but so widely recognized as unworkable in the building industry that they haven't been enforced.

One change would exempt the building trades from the requirement that a membership vote must be taken before certification of a union. Another would reduce from 30 days to 7 days the period in which workers are required to join the union under a union shop contract.

These changes are in line with recommendation of the Senate labor committee last year which took note of the short-term nature of building projects, in which many jobs would be over before the usual Taft-Hartley routines could be completed.

Construction unions will approve these changes, which actually only bring the letter of the law into line with the rules of common sense which have taken precedence over it.

But along with the rest of the labor movement they will oppose much of the rest of Taft's package deal, which includes some real "stinkeroos".

Labor's original position was that no amount of tinkering could sweeten up a law whose basic purpose is to weaken unions and hamper their activities.

The Taft amendments, while including the changes regarding building trades work, liberalizing the section that bars strikers from voting in labor board elections, etc., are intended as just enough of a gesture toward meeting criticisms against the law to keep it on the books.

At the same time Taft suggests some changes that would make Taft-Hartley even worse than before, such as packing the NLRB with two more members who will undoubtedly be reactionaries; extending the "free speech" for employers so as to make it still easier to intimidate workers; and blocking union welfare funds until they are certified as meeting Taft-Hartley restrictions.

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School Building Backlog

Continued high rate of school building is in prospect. The Federal Office of Education in November alone approved for future construction school buildings to cost almost \$110 million nationally.

For California, 29 elementary, secondary and higher school projects were approved, totalling nearly \$5 million.

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Millionaires' Amendment Makes Bid in California

If you're not a millionaire you won't like this . . . but whether it's pleasant or not, the time has come to spread the warning that a powerful, relatively quiet state-by-state campaign is within inches of putting over the so-called "Millionaires' Amendment."

California members of Local 3 should be alerted particularly to the fact that one of the last needed "inches" is California approval, and that a measure seeking this approval has been placed before the current session of the State legislature.

The "Millionaires' Amendment" is a seemingly-innocent proposal for amendment of the U.S. Constitution to prevent taxing the income of any person, the profit of any corporation, or any estate or gift more than 25 percent.

Adoption of this amendment would effect tremendous reductions in taxes for wealthy individuals and big corporations. It would leave the income taxes of the wage earners and small business unchanged.

And it would practically insure that the lost tax revenue would have to be made up by the wage earners in the form of a national sales tax.

Twenty-eight state legislatures have voted for the amendment; only 32 states are needed to start it on its way to ratification. Some of the state actions have been challenged in the courts, but it has been introduced in enough other states this year to make its certification possible.

Utah is one of the states whose legislatures passed a resolution asking Congress to call a Constitutional convention to repeal the present income tax and impose the 25 per cent limit. However, there's a move at this session to rescind this action.

State Senators Watson, Tippets and Selvin have introduced Senate Joint Resolution No. 1, which seeks to rescind the earlier action in favor of the "Millionaires' Amendment."

U. S. News and World Report, usually conservative business magazine, this month gave a glimpse of what passage of the Millionaires' law would mean.

The U. S. would lose about \$16 billion a year in tax revenues. Corporations would save the lion's share of this—a \$13.5 billion reduction in taxes on their profits; individuals would pay \$2.7 billion less—but they would be the wealthy individuals only.

The magazine says that if the amendment becomes law the graduated income tax, based on ability to pay, "will be all but dead."

Reason is that the tax rates for the lowest brackets now run about 22 percent. At best there would be only a 3 percent differential between rates paid by the poorest wage earners and those paid by the biggest corporations and richest tycoons.

More likely, the magazine suggests, is that faced by terrific revenue loss the government will make the 25 percent ceiling a minimum and slap the same tax on John Doe and John D. Rockefeller, Jr.

The tax savings for the big-money boys would be terrific. For example, "a single person, getting \$100,000 a year, will save \$44,688 or 64 per cent of his present tax."

A married couple with \$500,000 annual income, now paying \$411,-

000 in taxes, would pay only \$125,-000, a 70 percent reduction.

All corporations earning \$300,000 a year or over would get a tax cut of at least 50 percent, and possibly as high as 64 percent.

The magazine predicts that if successful this "means a national sales tax of at least 10 per cent on everything, including food."

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Moving Dirt Again in San Francisco

By PAT CLANCY and PAUL EDGECOMB
Business Representatives

The recent spell of unusual sunshine in the San Francisco area has been a welcome sight. It has brought out several of the dirt moving contractors on jobs that had previously been shut down on account of bad weather.

In the construction of buildings there are many, among which are U. S. Hospital, by Clinton Construction Co. This job is progressing on schedule with several of our members employed.

Dinwiddie Co., at the Children's Hospital, is nearing completion of their concrete pouring. Barrett & Hilp have completed all large pouring of concrete on the Department of Employment building.

On the Metropolitan Life Insurance building, Cahill Construction has employed our engineers throughout the winter. McCammon & Wunderlich have kept a few engineers busy with cat loaders and dozer at the Presidio Housing job.

Piombo Construction has finished all track removal on Turk St. and just as soon as Charles Harney completes putting on the asphalt so that the busses can be rerouted they will be able to start removing tracks and repairing Eddy street from Van Ness to Divisadero. This job will keep a few of our members busy.

Their Stanley Drive extension job has started again, and several of the men that worked on this job before it had shut down are now back and going again. They have a dirt moving job at Fort Funston. This was going along good until they ran out of space to fill, with about 10,000 extra yards of dirt, but expect to resume operations again this week.

The cable car tracks on Washington St., from Mason to Steiner are being repaired by Eaton & Smith. At the Lake Merced Pumping Station work has progressed considering the obstacles. Rothchild, Raffin & Weirich are the contractors. They have a clamshell working off of a barge excavating for placement of 12-ton lengths of pipe which extend approximately 200 feet out in the water.

M & K Corp. and Associated Pipe have started again on the pipeline up Stanyan St., also on Frederick St., after a short delay.

At Standard Building Project, Lowrie Paving, is putting in the streets on Country Club Drive. Bro. "Andy" Johnson, engineer on the Lowrie Paving job resurfacing in front of the cages at the zoo, reports that it is sometimes necessary to shift into high gear to avoid unpleasant circumstances.

In reviewing contracts to be let, prospects for increased employment are encouraging.

bill to eliminate "merit rating," and this also has official blessing of the AFL.

Our state AFL federations are aware of these and similar problems and will make determined efforts to obtain passage of the needed legislation. The interest and support of our membership will be needed to help put these measures over.

I am sure that the brothers in Local 3 will understand the need for all these measures and will do their part in helping to put over the AFL legislative programs in their several areas.

Know Your Union

LOCAL 3 GROWTH MATCHED BY EXPANDING SERVICE

(We are all proud of our union, Operating Engineers Local Union 3. It has earned wide recognition as one of the biggest and most effective local unions in the construction industry.)

(In order that every member may know all about our organization and how it functions, ENGINEERS NEWS is presenting a series of articles on various phases of the union's structure and activity. This is the second of the series.)

A union is different from a department store or any other commercial undertaking in that, among other things, the "customer" is also the boss. In a union the "customers" are the members, who make the decisions, elect the officials and get all the gains of the enterprise.

A union and a commercial enterprise are similar in one respect, however—both have to give the "customer" something for his money. What the union provides is protection and service.

Operating Engineers Local Union 3 has an outstanding record among construction industry unions in this matter of providing service to the membership.

Local 3's record in the past 13 years is one of steady growth and of constant effort to give the membership the finest service consistent with sound financial operation.

Some of our newer members may not know that Local 3 is a "union of unions".

Up until March 1939 the International Union of Operating Engineers was represented in Northern California, Northern Nevada and Utah by a scattering of small, separate Hoisting and Portable Engineers locals.

At that time it was decided to merge these locals into one big local union which would be able to do an effective job in that large territory, and Local 3 came into being as a result of this merger.

The locals that came together in the merger were San Francisco, Oakland, San Jose, Sacramento, Stockton, Redding, and Fresno, Calif., Salt Lake City, Utah, and Reno, Nev. Between them they had 1,890 members.

The former offices of the separate local unions became area offices of Local 3. At first not all of them were served by full time Business Representatives regularly assigned. But by 1941, when Local 3 was released from International supervision and began to function on its own, it was providing service for the membership at these eight area offices and there were eight Business Representatives stationed in these areas.

It was at that time, in June 1941, that Local 3 held its first election of officers as an autonomous union. With the exception of Tom Bynon, financial secretary, who passed away in October 1950, the officers chosen by the membership then have been successively re-elected and are still serving Local 3.

Under their guidance the organization has grown remarkably. Within 10 years, from March 1939 to March 1949, Local 3 had mushroomed from the original 1,890 members to 12,291 members. Today the membership of Local 3 is over 16,000.

And as the membership of Local 3 increased there has been a constant effort to give improved service.

Now, in addition to the original office locations, Local 3 has spread out to give service to the members with offices in Modesto, Eureka, Marysville, San Rafael, Santa Rosa and Ukiah, California, and Honolulu, Territory of Hawaii.

Especially in California this large network of area offices has brought the union reasonably close to the member, wherever he may be living and working.

In Utah and Northern Nevada Local 3 is up against a special problem of distances. It is sometimes as much as 300 miles between jobs, and it is difficult as well as costly to give the members service and police the jobs.

In order to meet this need, Local 3 found it necessary to provide a relatively large force of Business Representatives for these areas. There are now five B. R.'s as-

Bill Would Fine, Jail Labor Spies

A bill which would punish convicted labor spies with penalties up to 2 years in prison and \$5000 fines has been introduced in the U.S. Senate by Sen. James E. Murray of Montana and five other senators.

Recent senate investigations have shown that labor spying is still wide-spread. The Taft-Hartley law makes that an unfair labor practice, but Senator Murray pointed out that this is a threat only to the offending company, and not a very troublesome one—but the labor spy goes unpunished.

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The state of Utah outranked all others in the last Presidential election in the proportion of adults who voted, with a participation ratio of 79.6 per cent.

Report of Last Meeting

The meeting was called to order at 8:15 p.m., President Clancy presiding. Roll call showed Vice-President Foss absent. It was regularly moved and seconded that Brother Foss be excused. President Clancy appointed Brother Petersen to act as Vice-President.

A synopsis of the Regular Meeting Minutes of January 3 read and approved.

A synopsis of the Executive Board Minutes of January 14 and of February 4, read and the acts and recommendations of the Board were by motion approved as read.

A letter was received from General President Maloney approving our request that the initiation fee of Local No. 3-E be raised to \$50.00. Received and filed.

Cards of thanks were received from the family of Harold Parish; the Stender family; Ruth Roberts and Jimmy. All were received and filed.

The Executive Officers met on January 10 and appointed Brother Les Collett to fill the unexpired term of Brother Wm. C. Waack, deceased, as Conductor, and appointed Brother Lynn Moore to fill the unexpired term of Brother Les Collett as Auditor. These appointments met with the approval of the membership.

A Resolution was read regarding increasing the initiation fees of Local Union Nos. 3, 3-A, 3-B and 3-C as the first reading.

Declarations of Candidacy were read. There was considerable discussion regarding the Anti-Communist affidavits. It was regularly moved and seconded that those who had not signed an affidavit be given one week in which to do so. Carried.

President Clancy instructed the Financial Secretary to check up on the dates the dues had been paid since last June for all candidates, and to report back at the next meeting.

It was brought to the attention of the candidates that the General President had ruled that dues must be paid on the first day of the dues paying period, from June to June, in order to be qualified for election to office.

REPORT OF THE SICK COMMITTEE

The following Brothers were reported ill: Alfred Azevedo, Harman Beitz, Wm. Barstow, Melvin Behney, James Cupples, James C. Christion, Jr., Joe S. Coaty, Charles W. Cardwell, Wm. Crocker, Archie L. Covey, Dave Creekmore, Frank C. Cowen, Maurice Christian, Warren Daily, Joseph Descagnia, Thomas Draper, Louis DuBois, V. Diremeyer, Jack Edwards, John M. Ferriera, Frank Ford, Tom Furguson, Jay Freitas, Ed L. Flaherty, Paul W. Florey, Robert Fox, C. N. Flanders, Oliver R. Greene, Clifford Gray, F. Gaumer, Howard D. Gold, Robert Goodrum, Wm. Hogg, Eugene Hawkins, L. K. Holcomb, Jewell Heaton, Joy Hilliard, Lester L. Heath, Geo. R. Hymer, J. K. Jackson, Herman Keil, James R. Lawson, Henry C. Luth, Edw. M. Lippstreu, Rubert Leick, Benjamin McNeil, W. A. McCammon, G. D. McDonald, Ralph Methvin, James A. Monson, V. V. Miley, John Martinez, Robert Mulloy, Rudolph Maynard, Henry Murphy, Elmer J. Ojeda, John Ochinerio, Lowell Oldaker, Mitchell Pereira, Richard Rice, Walter H. Proctor, Robert E. Quandt, John E. Rogers, R. E. Romelbacher, James N. Roberts, A. W. Riley, Martin R. Radke, Thomas E. Rabb, A. J. Roy, Leo L. Self, Roy W. See, Elmer Sudmeier, Anset Servia, Geo. W. Stevens, Archie B. Suer, Thomas B. Smith, Henry Thompson, Leon Taddie, Orland Thorn, W. John-Taylor, John W. Tittle, John E. Vezzoso, Earl M. Wortman, Thomas E. Wilbur, William P. Walsh, Neal B. Willingham, Charles S. Webb, C. M. Wichman, F. J. Wyman, Roger P. Williams.

The following Brothers were reported deceased: H. A. Brown, Wm. Thomas, Claude Watson, Kenneth V. Krambule, Clyde W. Smith, Harvey Stender, James N. Roberts, Buford Radons, Tom R. Jacobs, E. H. Stoner, Cornelius Paret.

The membership stood one minute in silence in respect to our deceased Brothers.

NEW BUSINESS

The Business Agents gave their usual reports which were accepted as given. Brother Victor Swanson made a report regarding the scurrilous letters that had been circulated during the previous six years, outlining means of preventing further circulation of said letters.

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

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

Respectfully submitted,
C. F. MATHEWS,
Recording Secretary

signed to Utah and two in Northern Nevada. By dint of their efforts the job gets done.

Not only here but in the other areas as well, as the membership grew and the volume of jobs and plants increased, Local 3 has added to its staff so that the service to the membership might be maintained.

The index of that growth can be seen in the fact that our union now has a total of 37 Business Representatives working in its various areas, as against the eight on the staff in the first year or so

of Local 3's existence.

And now the union is preparing to take new steps to increase the service to the members—a building program whose goal is an adequate, union-owned headquarters in each of the areas in which Local 3 maintains a field office.

At present Local 3 owns its own headquarters in four places and shares ownership with a group of unions in another. The union built its own buildings in San Francisco and Oakland, bought buildings in Stockton and Salt Lake City and shares ownership of its Sacramento

HERE'S WHAT THE BROTHERS ARE BUSY DOING IN NEVADA

By H. L. "CURLEY" SPENCE and J. W. "BILL" BARR,
Business Representatives

Isbell has started the four-lane highway job from Verdi, Nev., west, to the California-Nevada State line. Bro. Victor Lambert is on the Dozer, doing a bit of brushing and pioneering work. Bro. Clinton Green is on the Rock Crusher making little ones out of big ones. Green is quite the Crusher man.

Bro. George Conley is on the Northwest shovel; the digging is tough, but that's just the way George likes it—the tougher the better, for he is a tough shovel runner. If you don't think so, ask his wife; she'll tell you all about him.

Isbell's gravel plant on East 2nd St. seems to be going along in fine shape, with Bro. Alvin Shay operating the crusher, Bro. Bill Ponton on the dozer, and Bro. James G. Johnson on the primary crusher. Bros. I. J. "Tobe" Tobler and D. E. "Red" Collins are on the pit shovel. They make a fine shovel crew.

Now, the P.M. shift on the crusher consists of a faster crew. Bro. Frank Shay operates the crusher, Bro. W. R. "Skinner Bill" Sherwin runs the dozer, and A. P. Snook is on the primary crusher, with Bros. Jim Obester and Ray Barber on the pit shovel. Sometimes I wonder who is the regular shovel runner, for Jim has Ray relieving him for a few loads quite often.

Bros. Carl Hector and Herman Petersen have been doing a lot of repair work on the hot plant. They must expect a large run this year. There is another brother by the name of Floyd Lambert who hangs around the East 2nd St. plant. You'll find him on the blade or the Skippy. You know, just a "handy man" to have around. And of course Bro. Bill Boegle's leg man, Bro. A. "Buck" Piretto. Boegle really keeps him on the run most of the time.

Out at the DeLagrange Construction Co. shop, there is quite a lot of repair work going on. Bros. Zane Hunt and J. W. Harcourt have the Link Belt shovel stripped down to the track, ready to give it a complete overhaul from the ground up. Bro. Howard Luzier is the head welder around the shop. Bro. Roland Weller is oiler and helper. The DeLagrange Co. is a "go-ahead" outfit. Come summer, they are going to do a lot of work around these parts.

George Miller Co. has finished the dirt work on the flume job west of Verdi, Nev. That means Bros. Ernest Gentry, John Livingston and Herschel Walker will have some more repairing to do before the next job starts. Be careful around that shop, Bro. Walker! I'll bet George Miller took out some more fire insurance.

Clarence Dieterich Co. has a backhoe working down at Yerington, Nev. on the Anaconda Copper Mining Co. project. Bro. Al Parlanti is operating and Bro. Richard C. Wolgamott is the oiler. That's a fine crew. Al takes a day off quite often, then Bro. Ivan Woodford has to go down and fill in for Al and get the job straightened out, if you know what I mean. Bro. Harold Reynolds is doing some repair work in Dieterich's shop. Getting everything in good shape for a good summer.

Bros. Alfred L. Mabrier and L. M. Moyer, the truck crane crew for Martin Iron Works, have quite a project cleaning up around the Granada Theater that burned down in Reno in January. It's quite a job, getting all the burned seats and the balcony out; then they are going to knock the back wall

headquarters with three other construction unions.

Last month the membership passed a resolution authorizing the officers to acquire building sites and build or buy headquarters in other areas where they are needed.

In the officers' opinion, places where our office facilities are most inadequate are Marysville, Redding and Eureka. A search has been started for suitable building sites and announcement of selection of a site and call for bids on the first of these buildings will be

down. The theater was a total loss, they say. However, there will be a new one built in its place in the near future.

And there is Bro. Jack "Cadillac" Kennedy, who works for Martin Iron Works in his spare time. Jack is quite the playboy most of the time, but he will work sometimes when he feels like it—which isn't very often!

Silver State Construction Co., better known as Andy Drumm, has most of the crew levelling land. Drumm manages to keep his crew busy through the winter months, one way or another. That may be the reason he has such a good crew the year 'round.

Rumors still continue to fly in the Ely area that Foley Bros. are ready to fold up at "Deep Ruth" and the Kellinske. On our last trip to that area, we found the work progressing better than ever and everybody happy, and that makes us happy. The brothers at Foleys' have put up a tough fight against the water in both shafts, and now they have it licked and again are making progress.

Isbell Construction Co. has been working skeleton crews in both the Kimberly and Lane City pits. They are marking time while waiting for the results of test holes put down by Kennecott Copper Co.

Gibbons & Reed will be moving their equipment in on the Conners Pass job sometime this month. We hope to have a large crew of the good brothers on the job.

Basic Refractories at Gabbs has a remodeling and expansion program going and are making use of the skill and "know-how" of a good many of the brothers, under able leadership of Ray Hall and Brock Taras.

Among the newcomers, we find Bros. "Stew" Thompson, Joe Miller, Bill Gaines, and Jack Kyle. Bro. Clyde Rasmussen is the No. 1 jockey on the lathe in the machine shop. Bros. "Doc" Smith and Ralph Kennepohl are pushing the two shifts in Basic's quarry, and we find Bros. Jimmie Simpson and Don Coleman on the 54-B, with Bros. Joe Anesi and Joe Richardson on the dozers.

Bro. Bruce Gould has undergone a serious operation at Lone Pine Hospital. We hope that Bruce will be back on the job soon in top condition. The brothers at Standard Slag Iron Mine have all missed Bruce on the shovel and wish him a speedy recovery.

Bros. Jack Kellogg and Lou Gates are busy stripping at Standard Slag Iron Mine with Frazzini's and Eckley's "Cats."

Bro. George Eckman is now the bossman at Dodge's Iron Mine at Lovelock. He has moved in four "Cats" for stripping. The Cat jockeys are Bros. Bud Jacobsen, Bob Vicks, Joe Benbow, and L. T. Brown.

Peter Kiewit & Sons have only a small crew working now at Fallon. Bro. J. D. Brown is the shop foreman. Bros. Vero Hunsaker and C. M. "Tobe" Connors are on the cranes, loading out equipment and being just general "roust-about" engineers.

We are holding mail in this office for Bros. "Doc" Selvidge, "Hurricane Bill" Gregory, and Jack Dickerson. Would sure appreciate hearing from you fellows so we can forward your mail.

made shortly, probably at Marysville.

It will take some time to complete this program, but when it is done Local 3 will have taken another positive step in its constant effort to provide more and better service to the members, who are its "customers" and its "bosses" as well.

Hawaii Engineers' Strike Brings Good Settlement

By J. K. WAIWAIOLÉ, Business Representative

After three months of negotiations and repeated "No" answers by Contractor's Mid-Pac who are constructing a \$20,000,000 project at the Kaneohe Marine Corps Air Station, the Hawaiian branch and members involved on this project voted to strike the company on January 21, 1953.

The strike lasted only four days for the engineers. However, members at this project were out from the 15th of January in respect to a picket line established by the Carpenters.

A memo of understanding between Contractor's Mid-Pac and the Engineers Local 3 was reached at 6 p.m., Saturday, January 24, 1953.

Hiring now is done through the

union hall with the 48 hour proviso. Wage rates were increased by 5 per cent with the highest classification not to exceed \$2.25 per hour.

This contract to run for a period of one year from January 24, 1953. All picket lines removed and work resumed on January 26, 1953, at the regular starting time. Both parties promptly prepared a joint petition to be submitted to the CISC as outlined above requesting the effective date of January 26, 1953, it being agreed that this effective date be subject to the approval of the CISC and the bureau of Yards and Docks, U.S. Navy. The unions agree to withdraw all unfair labor practice charges pending before the NLRB. This memo was also a guide to the preparation of other clauses negotiated earlier in session.

Spokesmen for the contractors were Mr. A. Carswell of Hawaiian Dredging Company, Ltd., and Mr. John O'Connell of Bechtel Corp., San Francisco, Abe Muir, Carpenter executive board member for the International, sat in for the Carpenters Local 745, and J. K. Waiwaiolé for the Engineers.

Mr. Hillenbrand, representative of the U. S. Conciliation Service, sat in as conciliator. Before coming to Hawaii from San Francisco, he had some sessions with representatives of Pomeroy and Bechtel.

The members of the Hawaiian branch feel that this is a workable agreement and are continuing and participating in a great organizational drive headed by the Honolulu Building & Construction Trades Council with hopes of being able to sign other such union contracts in the construction industry in Hawaii to safeguard the gains made under this contract.

We will be needing all the financial help and other assistance to combat the union-busting tactics of the powerful Hawaii Employers' Council and the General Contractors Assn. of Hawaii.

We are grateful for the inspiring and great help given us by Abe Muir, well known on the West Coast as a veteran fighter for the working man.

The Hawaiian Electric Co. will break ground some time this month for construction of its new \$10,000,000 power generating unit, part of the company's long term expansion plan to meet modern Honolulu's greater demands for electricity. The site is on the Ala Moana, Richards, Halekauwila, Alakea Streets block, adjacent to their own downtown power house. It is being rumored that Bechtel Corp. will construct this unit.

We are now on strike with the Honolulu Building & Construction Trades Council against the Pacific Construction Co. To date we have only met once with Mr. George Freitas, manager and president of this firm.

A loan supervisor of the Equitable Life Assurance Society, Mr. Willie M. Holton, was here to look over the site and talk over plans with the Hawaiian Dredging Co., Ltd., the firm which most likely will do this construction.

Brothers Ernest Chee and Lemon Wharton returned from Ceylon, India, the past month. Bro. Wharton brought back with him his lovely Dutch-Celenese bride. Both members are waiting for a call from Morrison-Knudsen to report for work in Spain.

The Engineers are again called upon to help lead the Building & Construction Trades Council program by the recent election of Bro. J. K. Waiwaiolé as secretary-treasurer. This job doesn't carry any pay with it as yet because we have just begun to reactivate the council as it should be. Participation to date has shown that all affiliates of the council are together this time, and we hope that we will be able to stem and check the power of employer groups here in the Hawaiian Islands.

LAND LEVELLING ACTIVITY PICKS UP IN STOCKTON AREA

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

The land levelling picture has brightened up a lot since the last report. Several of the boys have returned to work for the contractors they were with before it rained. Also several brothers have been cleared on the different jobs.

Considering the time of the year, the land levelling is moving along nicely. The only improvement we could have would be for the contractors from this area that are still working down in Shafter area to start moving back.

Work has picked up in the peat land with Joe Richards at Terminous keeping Brothers Russell Tucker and M. D. Jeffries busy.

E. H. Rider & Son also have a

rig working near Terminous, five rigs on Staten Island, two on the Brack Tract and two near Galt.

John Renner has Brothers Bill Chase and Jack Beckwith working on Union island which is also peat dirt.

Brothers Fred Compiano and Les Flowers are working as mechanics for Fred Piacentine until the ground dries a little more in the Linden area.

On the Fabian Tract, Geo. Lake is levelling with Brothers Pete Ozella, Tony Barboza, Ollie Farmer and Herb Bledsoe at the controls.

A. L. Craft at Oakdale keeps several of the boys busy year round. Bro. Warren McCann is foreman with Brothers Slim Galloway, Randle Jones, Harold Floyd, Geo. Lowe, Calvin Sheperd and Earl Talbert on the cats.

The bulk of the land levelling, however, is still in the sandy soil that starts at French Camp on the north and extends south beyond Turlock and the Merced River. In this soil are several of the land levelling contractors including Joe Meyers and Vincent Cowell in the Manteca and Livingston areas.

H. Jencke with one cat at Ballico, Roy Reeves near Escalon, Horace Spencer has five D-8's working near Grayson on the Tuolumne river. This sandy soil is the salvation for the members who level land out of this office.

Other work in this district is getting off to a very slow start due to the unsettled weather.

M. J. Ruddy has a dozer on their Highway 12 job in Calaveras county. They will set up a portable hot plant for this job, which will require in the neighborhood of 90,000 tons of asphalt.

There is very little line change on this job, and at this time Bro. Arthur Teidtke is on the (Pioneer) Dozer, clearing brush and rock from the right-of-way.

Claude Wood has a small job at the San Andreas high school, with Bros. Harold Hulstrom, Ronnie Clair and Joe Baxter on the equipment, levelling for additional rooms and playgrounds.

We are expecting the Olympian Dredging Co. to move in on the new \$1,500,000 warehouse job at the Port of Stockton any day now. This is about a one year job. This job will entail about 150,000 yards of submarine dredging.

The Independent Iron Works are setting steel on the new warehouses at the Tracy Annex, with Bros. Joh Spikula and Joe Gomez on the truck crane, and Bro. Nick Spikula on the fork lift sorting and loading out steel for the connectors.

M.J.B. Construction Co. have a small storm sewer job going in Lodi, Bro. Harold Hamrick at the controls and Bro. Roy O'Dell oiling on the Insley trench hoe.

The Caudle Vocational School at Tracy is nearing completion.

We have received word from Johnson-Drake & Piper that one of their long time employees, Bro. John C. Sugden, passed away at 6 p.m., Tuesday, Jan. 26. Brother Sugden had been employed as Technical Engineer for their firm for the past 20 years. This office extends its sympathy to those near and dear to him.

The Stockton area is to receive as their share about \$750,000 in State gas tax money to be used for new construction and maintenance of county roads.

We are holding mail in this office for the following brothers. Please come in or send us a forwarding address:

Harold Crecelius, Richard Castee, A. G. Hintz, Harry Disney, Ed. Herring, Jack Salter, John Maleck, Ben B. Cannon, Frank G. Welch, Harold Owenby, Sidney Jones, Raymond Archer, Leroy Kist, Selmer Nybo, Ray L. McConnell, B. A. Smith, M. Preston, Joe Womack, R. H. Hague, L. Thomas, F. Roland.

CAUTIOUS OPTIMISM AS SAN RAFAEL SUN SHINES

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

As this edition goes to press we have enjoyed two weeks of sunshine in this area. However, we are not so optimistic as to believe this condition will exist too much longer. Some of the smaller jobs have been started, though.

Johnson & Nelson are doing some excavating for the B & R Co. at Hamilton Field. Brother Vern Thomas on shovel, Brother Lee Cox foreman on spread.

Norcal is under way on the Santa Venitia project. Have most of their old crew back with the addition of a few new faces . . . such as: Brothers "Duke" Winsor, Ted Hicks and R. J. Bauer. We understand this company has enough work to do this year on said project to keep busy without any outside contracts.

Ghilotti Bros. have all their crew back with the addition of Brother "Toby" Johnson . . . all seem to be busy. Glad to see Brother "Babe" Ghilotti back on the job after his recent serious illness.

Brother A. M. Dewey in from his cotton picking machine operations . . . rough go but \$ to be made—weather permitting.

Nice hearing from Ted Romaine of M & K Co. up Klamath Falls way. Overhauling the equipment used on Clearwater Dam last summer. Keeping Brothers Chester Bartole, Don Herman, H. A. Howard, Bill Dickson, Delbert Hoover and many more busy there.

Understand Bro. Percy Hamm no longer is working for the Granite Co. Now travelling service man for Smith, Booth & Usher. Wish you success in your new venture.

The Develbiss fill job at Alto having one "haul" of a time . . . pushing the jeeps up the hill to load and pulling 'em down to start haul to fill. Has rigs from Parish Bros., L. C. Smith and Charlie McCaffrey on spread. See Bro. Caesar Rogers on job . . . spent some of last summer's cash on trip to Hawaii. Sent us a card . . . think it came back on same boat as he did!

Heard from Brothers Jack Gardner and Gordon Lovely, down Wasco way . . . Levelling Hell out of all land—some that needs it and some that don't. See ye in the spring, boys.

Looks like Bro. George Moulat is finally going to use that transfer he has been packing for a year. Took wife and family to Alaska, hopes to work in that area this year.

Bro. Art Azevedo, operator for Gordon Chase, in San Rafael General—plastic surgery. Hope too see him up and around soon.

Looks like Bro. C. Madsen of Shaffer & Madsen firm has turned over a new leaf . . . joined the Boy Scouts. Think he was influenced by Bro. Dick Padgett.

Best wishes to Bro. Bob Libchitz . . . he went and done it . . . January 24 . . . Reno. Looks like Boss Gordon Chase couldn't spare him long enough for a honeymoon! Sorry to report the accidental death of Brother "Shorty" Radons. Was killed while working at Parish Bros. quarry.

Holding mail for the following brothers: Wm. Vickery, T. Lodin and Wesley Tompkins.

This sunshine has set T.A.B. humming again. Brought the boys from Parish Bros. out of hibernation . . . have moved a spread out on the McDonald, Young & Nelson-M & K's joint venture job . . . excavating for several new warehouses. Bros. Dayton, Shannon, Flock, Dennis and Peters are stomping around

in the mud trying to keep their rigs moving. This company also putting finishing touches on the large equipment parking area at Benicia Arsenal. Most of the rock is in and they expect to wind up in about a week.

Harold Beasley Plumbing & Heating picked off a fair sized job at T.A.B. Relocating a gas line to make room for a new building north of the Administration Bldg. Shields Plumbing of San Rafael have been working most of the winter installing utilities for the new shop on Dell Webb's job. They were fortunate to have compacted rock base to work on so the rain didn't affect their job too much.

Stolte job, on base, with Ealoff Supt. running around like beheaded chicken trying to find a dry spot on his diggings to put some cats to work excavating foundations for the new officers building.

Also on base, Nomellini Const. of Stockton is in the same boat, as their job it too wet to move any muck for foundations, but they will be trying it about the middle of the month—weather permitting.

Louis C. Dunn Inc. - Carrico & Gautier joint venture on the large warehouse building at Benicia Arsenal is under way again. Rainy season put a stop to their operations as all of the work has been on foundations. Should start to pour in about a week, then the project will proceed much faster.

Mark Ammons got started on his job on Petaluma Slough north of Washington Street in Petaluma. Has small job replacing pile along the bank of the slough.

McGuire & Hester pinched off a sewer job in Mill Valley . . . 32,000 feet of 12 and 4 inch pipe. They estimate approximately ten month job. Bro. C. R. Ward, super, with Bros. Jim Fugitt and Jim Byers as foreman along with seven operators . . . has backhoe, Buckeye 314 trencher, loader, four compressors and a stomper cutting asphalt.

Brother Melvin Segarini just got delivery of a H.D. 5 loader and another one ordered . . . now in business for himself. Has first job at housing project just off Irwin Street in San Rafael.

We are happy to see the E. A. Forde Co. expanding . . . have always had the very best cooperation from said firm. Presently has \$125,000 resurfacing job at Hamilton Field to start off the year. Approximately \$60,000 sub-contract with Eaton & Smith to finish . . . includes concrete and paving work, also removal of existing bridge at Rattlesnake Creek in Mendocino County for the State Division of Highways. Various contracts for subdivision work in Marin County amounting to \$50,000-\$60,000. Still doing work at the Columbia Steel Plant in Pittsburg.

At present time have Brother Jim Weeks on blade and Brother Gene Crawford foreman on the job there. Have another sub-contract with Eaton & Smith for concrete structure job in Fresno area.

Sorry to hear of the recent accident of Brother "Red" McAdams' wife. We understand she was very seriously burned when cleaning solvent she was using ignited, setting fire to her clothing and their home.

Some Work, New Prospects At Modesto

By C. L. CASEBOLT, Business Representative

M. J. Ruddy working most of his steady crews. Some small jobs and the shop.

All of the Rock, Sand and Gravel plants are working steady; also the transit-mix plants are going strong.

Three school jobs are just starting, but the jobs are single story and do not create much work for the engineers.

Standard Materials are building a new batch plant for themselves, to replace the wooden structure they have used for years.

Old Oakdale Road will come up for bid this month. This is a county job.

Bids will be opened for three miles of Highway 99, between Livingston Bridge and Delhi, on March 4.

The Oakdale and South San Joaquin Irrigation Districts have called for bids on powerhouse equipment. They will call for bids on the dams shortly. These jobs will probably get going about May.

John Delphia has finished his road job at Lake Mellerton and is sending equipment to Santa Barbara.

Frank Marks has crushed out a couple of large stock piles at his gravel plant.

Stockton Const. Co. working on the Turlock sewer contract.

McGuire & Hester are doing all right on the Salida sewer job.

U.P.K. down at Farmington and Cherry Valley.

McCullum & Cypher going good on Priest Grade.

Munn & Perkins will crush rock and lay black-top.

Mavwell well along with grading on Mossian fish hatchery.

Geo. Frade crushing rock for cement work for hatchery. Next contract will be for buildings on this project.

Beerman & Jones doing small jobs around Sonora, waiting for spring to start Angels Camp job. Also reported that they will move crushing plant to Jacksonville.

Carl Williams is opening up a new housing project at Sugar Pine. This looks like quite a project.

United Concrete Pipe Co. still cleaning up Hetch Hetchy pipeline.

SERVICE WITHDRAWALS

Herbert D. Bruner
Billy Burns
Byron R. Coatney
Robert K. Corbett
Carl B. Dresel Jr.
John Ewing
Ralph Harris
Doyle Ray Jordan
Robert E. Noble
Dero Pippin
Mel Ratkovitch

What's Doing in the Oakland Area

A Few Are Cleared to Jobs Despite Heavy Wind and Rain

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

In spite of a month of heavy rains and winds a few members were cleared to go to work. Most of the work has been of short duration but now with the sun doing its best the prospects seem considerably brighter. At the present time we have over 300 registered on the out-of-work list. However, some of these men have jobs to return to, and we hope it will be soon.

GETTING AROUND THE JOBS

James Cadenasso, whose yard is located on the Industrial Highway in Martinez, claims he has a considerable amount of work lined up for the future. Bro. Gordon Wickander and his son, Wally, are operating for Bro. Cadenasso at this time. Some of the jobs will be excavating and landscaping on the Alhambra Oaks Subdivision in Martinez, and also at Terra Hills. The construction of two small dams in the Martinez area are also on his work list.

C. S. Gonzales & Co. of Concord have been working on their storm drainage project at Holbrook Heights, Concord. Bros. Joe Waters and H. B. Gonzales are installing pipe weighing 11½ tons per section, under the Sacramento Railroad in Holbrook Heights.

One of the larger sewer jobs in this area is being handled by the P&E Construction Co. of San Jose, who have a subcontract from San Leandro Construction Co. to lay 50,000 feet of six-inch sewer pipe on East Avenue and E Street, in Hayward. This project will provide work for a number of the members for the next six months, with the men working rain or shine. Bro. Ernie Pestano is superintendent of the project; Robert J. House, foreman; Heine Gitman and Francis L. Jackson operating the trenchers, and Earl Buckholy on the loader.

A job which has kept a few of the brothers busy throughout the wet winter months is the Charles J. Dorfman job in Castro Valley, where an eight-inch sewer line has been installed along Seven Hills Road and Almond Road. Bro. Bill Mullenberg has been operating a blade, George Andrade a trencher, E. Miner has been employed as mechanic and F. Biven as oiler on this project, which now is nearing completion.

The end of February will also see the completion of McCammon & Wunderlich's sewer job along

Lake Chabot and Seven Hills Roads. This project has kept Bros. Eugene Foster and Ray Edwards busy since the middle of January.

According to Bro. Mike Saporetti, superintendent for Parrish Bros., their job at Port Chicago will get under way within the next 10 or 12 days, with about 10 of their regular operators on the payroll.

Frank Beach and A. Urricelqui were low bidders on the construction work for Concord Assessment District No. 5, which will include sewer work, curb and gutter work and improvements to streets and sidewalks. Frank Beach will do the sewer work, and Urricelqui the excavation and street work. Urricelqui will also do the excavation and street work on the Monte Bello Park and Terra Hills subdivision.

Aguiar Bros. were awarded a \$120,000 contract for a sanitary sewer and storm sewers in Richmond. Approximately 3,000 feet of 24-inch pipe will be laid for the storm sewer, the pipe to run from 23rd and Carlson Sts. to Macdonald, then up Macdonald to 26th St. This firm also has the contract to do the resurfacing of 23rd St. from Carlsen Blvd. to the San Pablo city limits, with four members already at work on the project. Bro. Al Aguiar is on the trencher, with Joe Gava as his oiler, and Bros. Frank and Tony Aguiar are running loaders and dozers.

SOUTH AMERICA BOUND

A number of Local 3 men left in January for South America where they will assist Utah Construction Co. in opening the iron mine known as Minera Marcona, located in southern Peru.

The three boatloads of equipment which were sent consisted of shovels, from the 4500 size Manitowoc to the 80-D Northwest, and a number of Euclids, dozers, patrols, generating plants, etc.

Bros. W. G. Martin, Charles Jordan, Carl Loyals, J. C. Woody, George Robertson, Benny Ketchum and John Fleming are the members making the trip. Bro. Fleming will be master mechanic and Benny Ketchum will be welding foreman, while the mechanical supervision will come under Martin and Jordan. Bros. Loyals, Robertson and Woody will take care of operating the equipment.

A number of Local 3 boys were employed in the Richmond yards of Utah Construction, under supervision of D. F. Emery, Joe Parkinson and Lew Cook, preparing this equipment to do this job overseas. The last ship to leave the Oakland port carried the bulk of the equipment. The ship is the "Vercharmain," built in England, and is one of the few ships capable of handling equipment of this size. The ship's gear will handle 130 tons, and it will have to discharge its cargo while anchored out from shore and move the equipment to shore on barges. The consolidating and moving of this equipment to the seaport was under supervision of D. F. "Andy" Anderson. We can expect to have all our boys back in the States in about six months.

Utah's construction job at Selby for American Smelting & Refining Co. will be completed in another month. This project consists of a new re-run plant for reclaiming zinc and lead. Bro. Melvin McDaniels is operating the big Koehring, with Clyde Stanford as his oiler; Johnnie Jarvis is on the Bay City, with Donald Jones oiling, and Bros. M. A. Hillhouse and A. S. Hightower are on the compressors and welding machines.

McClean & Sons will install a fresh water system and will do the excavating for septic tanks in the \$100,000 Concord Memorial Cemetery. At the present time Bro. D. M. Messer is operating the trencher, and Bro. H. L. Dozier is the oiler on this job.

Several Local 3 men are busy on the Stolte, Inc. storm drainage job for the City of Oakland, laying 29,000 feet of concrete pipe along E. 18th Street to Park Blvd. The diameter of the pipe is 66 inches, each section being eight feet long and weighing five and a half tons. Bro. Bill Cole is superintendent of this job, with Ernie Miller operating a backhoe, Paul Craig on a Lima crane, Johnnie Costa on a loader, and Courtney Dwight and "Sandy" Sanders oiling.

DREDGE NEWS

Dredging activity is essentially the same as it was when we reported to you last month. Prospects for some new jobs opening up in the near future are good.

Twenty-one members are on the payroll of San Francisco Bridge Co. at their Belaire yard. This company is expecting to start on two jobs in about 30 or 40 days. At present they are doing quite a large conversion job on The Wilatka, and it looks as though it will be some time before they have it in shape to run. The dredge Hinds will probably be the first of their dredges to go out, either to Alameda Naval Air Station or to the Mare Island job.

Work was started on the Olympian Dredging Co. job at Port of Stockton on Feb. 3, with 15 additional men going to work for this company, thus completing a crew of 20. Their clamshell dredges are all tied up at present, as it seems the Army Engineers have run out of money for maintenance work on the rivers and the delta islands. Simpson Bros. have their dredge

News About the Brothers—

Can Grow Strawberries Here, But Bankrolls in Greenland

During the winter months when the wet weather prevents Bro. Louis Dietz from following his usual line of "engineering" he spends his time cultivating the 240 strawberry plants on his half-acre at Centerville. Bro. Dietz tells us that he got 21 gallons of berries from these plants last season. He salted them away in his deep freeze and is now enjoying the fruits of his labor.

A recent visitor to the office, who was glad to catch his first glimpse of the sun since October, was Bro. Chester Abel, who returned this month from Thule, Greenland, where he had been working the past six months for North Atlantic Constructors on the air-base under construction at Thule, for the U. S. Government.

It is of interest to note that all supplies for the several thousand construction men and military personnel must be flown in, except for a period of two months during the summer when the bay is open. During this summer period one convoy of supply ships comes in with most of the heavy equipment.

While Greenland is composed of solid ice, and has no vegetation, Bro. Abel tells us that he found the weather quite comfortable. He found Thule, which is primarily a construction camp and military base a good place to save money, as there is really no place to spend any of the "green stuff." Most of the construction workers were from Local 49, out of Minnesota, although there were three or four other Local 3 men on the job.

Bro. Herb Gladrow stopped by with a few words to say about his forthcoming trip to Philippi, West Virginia, where he and Mrs. Gladrow will visit with their lovely 18 year old daughter, Pat, who is attending college there. The Gladrows, who are taking their house trailer, their parakeet and their dog with them, plan to make quite a trip of it, with stops at Cleveland, Chicago, and the Mt. Rushmore Memorial in South Dakota.

After 19 months of service with the U. S. Army, 14 months of which were spent on front line duty with the infantry in Korea, Bro. Frank Lampson, whose last employer in the Bay area was the San Francisco Bridge Co., has now returned with plans of resuming his engineering career. Bro. Lampson, who was wounded while on duty, doesn't have much to say about his experiences in Korea, but he will admit it was pretty rough.

One of the old time members of the local, Bro. Bill Sorenson, formerly employed as a master mechanic for N. M. Ball, has branched out still farther. Bill is now in the trucking and drayage business, his firm being known as Bassco. The new firm which will specialize in hauling contractors equipment is located at 685 Delaware St., Berkeley, and can be reached by telephoning LA 6-3655. This firm has two Kenworth Tractors with 25-ton low bed trailers, two G.M.C. Tractors with 25-ton hi-bed trailers, and one shovel trailer, with capacity to haul a Model 6 Northwest or the equivalent. Any business that any of the membership can send Bill's way will be greatly appreciated.

Bro. L. O. Ashworth stopped by the other day to pay dues, and gave us a report of the weekend commuting he has been doing during the past two months between the Bay area and Redding, where he is employed as superintendent for B. S. McEldberry on a small bridge job.

Bro. Neely Foulger made one of his infrequent visits to the hall during the past month, his last trip to the office having been when he was cleared to M. G. M. Construction Co. three and one-half years ago. Bro. Foulger has been enjoying a month's vacation, some of which was spent in the Quincy and Sacramento area, and the rest at his home in Martinez, where he has horses, ducks, chickens and a new Dalmatian dog.

While working as an oiler on the A. J. McCosker sewer job, Bro. Raymond Agnew was severely burned when the boom of the crane came in contact with High Voltage Wire. We would like to remind all of you that when you are working around high voltage wires it is very necessary to exercise extreme caution at all times. Bro. Agnew, who is confined to Herrick General Hospital, is still in a critical condition. We certainly all hope he will be on the road to recovery in the very near future.

Another member who is suffering from burns is Bro. H. K. Beaman, burned by a gas explosion in his garage, who is confined to the Veterans' Hospital in Oakland. He asked that we thank his coworkers at Buran Equipment Co. for the attention and interest they have extended him.

We would like to take this opportunity to thank the Local 3 men who donated blood during the past month. Several of our members have been ill and hospitalized, and it is of real service to them we can furnish them with blood. Bro. Cal Relyea, who was the recipient of blood donated by our members, is still confined to the Saint Francis Hospital in San Francisco and is making very satisfactory progress.

California tied up for the first time since they started operating six or seven years ago. However, they are keeping a few men busy doing repair work.

Associated Dredging Co. has finished their Noyo River job at Fort Bragg, but have not brought the dredge Sucker back to the Bay Area yet. They have their shell Liberty No. 3 working at Moffett Air Force Base, and the No. 1 at Belmont. The Curlew is now in drydock at their Pittsburg yard.

Ed Lippstreu has both his clamshell dredges working. The Solano is on a Leslie Salt Co. job off Warm Springs, and The Pacific is on a duck club job off Cordelia.

Leslie Salt Co. has its dredge Mallard working on their Napa River development project. Their other clamshell, The Edwards, is tied up at Hunters Point where they are doing a considerable amount of repair work. This firm also has the Standard's clamshell working one shift, building levees on the lower end of the Bay near Moffett Air Force Base.

The Portland Cement Co. has been taken over by the Ideal Cement Co., who are continuing to operate their dredges without any change in policy. This company has its clamshell loading on a project near the San Mateo Bridge.



Takes a Big Bite

The picture above shows the largest Cat-loader ever used in the Oakland area—the new HD-20 Tractoshovel, delivered recently by Buran Equipment Co. to the McCammon & Wunderlich Mountain House Road job.

The operator in the picture is Brother Louie Newell. This new Tractoshovel, which was manufactured by the Tractomotive Corp., is outstanding because of three new features.

The capacity of the shovel is rated at four yards. However, McCammon & Wunderlich have increased the capacity of the bucket one yard by adding 10-inch plates to the sides.

These rigs feature a U-type dozer and are equipped with a new type of hydraulic ripper manufactured by the Shaw Sales & Service Co. of Los Angeles.

LOCAL 39

REPORT FROM

Oakland

By JUD MINZER
Business Representative

By action of the Alameda County A. F. of L. Building Trades Council, an extemporaneous resolution—submitted by yours truly—was adopted, commending Judge William McGuinness and his almost one-man crusade against traffic fatalities.

The magistrate's actions are prompted by an East Bay box score of 10 Oakland deaths since January 1, 1953—seven in crosswalks.

He explained, when administering jail terms, car impounding, license revoking and fines, that traffic violators are not criminals, but just average citizens who are not being punished but are being given an unforgettable lesson. The magistrate threatens jail terms for violators of crosswalks because of the seven fatalities during the month of January.

Cornelius Kinst, University of California Engineer, is expected to take up the role of professor extolling the art of working safely. Kinst had a mishap at his home with a faulty emery wheel which cost him the loss of one eye. Kinst says—"to H - - - with just driving safely, how about working safely?"

CONTRACT AWARDS AND SUCH

By carrying the case from the Oakland Housing Authority (who offered \$2.47½ per hour increase) into the Public Housing Administration, an increase from \$2.37½ to \$2.60 per hour was gained—with the inclusion of a Health and Welfare Plan when adopted by the union. It is hoped that the recipients will lay off of the pointed remarks—government and civil service agencies are not compelled by law to negotiate—the application of water front tactics is indeed a loutish relationship.

Kaiser Hospital Foundation of Oakland, Richmond and Vallejo is being negotiated and will be retroactive—also Brothers Herzog and Wuth can expect their back pay from last year.

This contract is being delayed because of the request to create a master contract to cover all Kaiser Hospitals—three new hospitals are being constructed in Walnut Creek, San Francisco and down the Peninsula. The second request, which is important, a separate hourly rate for all new construction, such as plumbing, electrical and new equipment installations. This last demand is worth scrapping for.

I am inclined to ring up a slow bell ahead on contracts that are presently pending—the lifting of the Wage Stabilization Board regulations will definitely establish a new policy and pattern, as far as negotiations are concerned.

OPERATION CRUTCHES

I have an inventory of one thousand aches and pains—some of them can be charged up to age. It is advised that I do not race my motor—prescriptions for this: The brothers must refrain from picking on me and the Employer should definitely not say "NO" to my requests.

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REPORT FROM

Sacramento

By A. R. OUGHTON
Business Representative

Contracts opened: Fluid Milk, Milk Manufacturing plants, Senator Hotel, Sacramento Wholesale Packers, and Ice and Cold Storage Industry.

Contracts closed: Weinstock-Lubin and Hale's Department Store; 7½ cents per hour and 6 cents Welfare Plan. Chism Ice Cream Co., Reno; 20 cents per hour increase. Sacramento Valley Meat Dealers Assn.; \$15.00 per month increase, plus 6 cents Welfare Plan. Sutter and Mercy Hospitals; \$20.00 per month increase.

I want to apologize to the engineers at the Medical-Dental Building for not naming their plant in last month's report.

Sick list: Brother John Dewhurst

Al Boardman's Dad Dies; Was Father of Oregon State Parks

Ripe in age and ripe in achievements for the public benefit, Samuel H. Boardman, father of Local 3 Business Representative Al Boardman, passed away in Salem, Ore., on January 26.

The elder Boardman, 79 at the time of death, had earned national fame and the undying esteem of Oregon citizens as "the father of the Oregon state parks system".

Named for him after his retirement in 1950 is the Boardman State Park, in Curry county on the coast, and the town of Boardman in Morrow County, Ore., which he pioneered in 1903.

He migrated as a young man to Colorado from his birthplace in Massachusetts and later to Oregon. He directed construction of a section of the Tillamook railroad. Later he went to work for the state highway department and began finding and preserving Oregon recreational spots.

When he became state superintendent of parks, in 1929, Oregon had 46 parks comprising 5,070 acres. When he retired the system had grown to 181 parks with 66,000 acres. Much of the growth was due to his ability to "wangle" purchase funds from reluctant budgets and to persuade private citizens to make gifts of land and money for public playgrounds.

Few Opportunities for Overseas Employment

By RUSSELL SWANSON
Business Representative

There have been articles in various newspapers giving a lot of information on overseas employment. We have checked with the contractors themselves, and so far have not been able to find out when they will need engineers on any of their foreign jobs. At present the areas are pretty well manned and as it looks right now there are no decent jobs for our brothers.

As can well be imagined, this information in the newspapers is somewhat misleading and raises the hopes of the Brothers seeking out-of-the-country employment far above what it should actually be.

There have been many brothers inquiring about work in Alaska. There is a local in Seattle, Wash., Local 302, who have jurisdiction over the work in Alaska.

I have communicated with that local for information regarding work. The reply I received was not too favorable, but Local 302 is very friendly with our local and have assured us that when and if any operators are needed, we will be the first to know. It seems there is a scarcity of contract bids and also a lack of contract awards this year. But as the season doesn't start before April or May, maybe it is a little early to determine just how much work there will be.

We have contacted M & K and find that everything is very quiet and at present there are no operators or mechanics needed either for French Morocco or Venezuela.

Brown-Pacific-Maxon are in the same position as M & K. At one time they were in need of both mechanics and operators, but now they are filled up.

Guy T. Atkinson has already received a job in the Philippines. But from all outward appearances, only those key men who have been on Atkinson's payroll have any chance of going on this job.

NEWS ABOUT THE BROTHERS

There has been a little more activity regarding letters coming from the brothers on the "out-of-state" jobs.

Brother Carl Ashman contacted us by letter and he seems to be very happy. He explained that he is working in Okinawa and also that recently he has been on vacation in Hong Kong and Siam, so he certainly is getting around.

Clint Forman is back from French Morocco after 17 months and is very happy to be home. He is now looking for work in South America.

Herb Nefstead is a hard fellow

and William Lucke are still on the sick list.

Business: Made three out of town trips, 23 local plant calls, 14 meetings on negotiations and three meetings with engineers involved.

NOTICE: All engineers are invited to visit the Stationary Engineers Class at the Sacramento Junior College Saturday, February 28, 1953, at 1 P.M.

A Reminder: Our next regular meeting in Sacramento will be Thursday, March 5, 1953, at 8 P.M. Please make an effort to attend, as it will be a very important meeting. Will see you then.

to keep track of. Recently he was on the mainland, and it wasn't long before he left again for Guam to work for B.P.M.

Another brother who has seen a lot of foreign service is Hollis Dewing. He tells us that everything is fine in Guam, and at present he is running a N.W. 80 shovel. He states that the weather is cool and also he is working every day but Monday.

Jim Mead, said that his stay for one month in Guam was 30 days too long. He is very glad to be back. He was working for B.P.M. He talked to a few Local 3 boys there, George Crews, E. McDonald, John Meyers, Joe Franklin and also some he only knew by their first names.

Bob Knapp, another brother who keeps in good standing even though he has spent more time out of the country than he has in the states. He is now going out for Utah Construction to South America. He has worked for Vinell, in Okinawa; Bechtel, in Arabia; Haddock Eng. in Alaska; Atkinson & Jones in Okinawa—well, we could go on like that for some time.

R. H. McDaniels is going to Peru to work for Utah Construction. He will be there for approximately four months and that should finish the job.

P. R. Hoobler went to Bahrain Island for Bechtel to work as a boiler shop superintendent. These islands are in the Persian Gulf.

Brother C. C. Mullowney is working in Australia but we are not sure for whom.

Ralph Acton is home after 18 months in French Morocco. He was in charge of hot plants. He expects to go over for Steers Grove as airport super. He got this job through some contracts in New "Woody" Knight has recently returned from French Morocco. He has talked to a number of Local 3 members. He says that Bruce Cromwell, who has been there for some time, is going fine and has learned to operate many different types of equipment.

Phil Shea wrote to say he is doing fine and even though he has already been there for 18 months he expects to stay a while longer. He informs us that the Americans are leaving very fast. The French are taking their places. Also that the French and the Arabs have a riot about once a week.

You know, brothers, "the sun never sets on Local 3." A proverb that is very true for we have our good brothers working all over the world.

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Your obligation to your union doesn't end with the payment of dues. Attend meetings and take part in union affairs.

MEN, MACHINES RESTORE COAST HIGHWAY WASHOUTS

By GLENN L. DOBYNS, Business Representative

Men and machines on the coast are pitting their brains and brawn to repair the damage done to about 60 miles of Coast roadway during the recent storm, from Navarro to Leggett Valley.

Torrential rains caused streams to pour down hillsides and ravines, resulting in slides and slipouts that have had crews working feverishly to repair.

Slides began just north of the Ten Mile Bridge, north of Fort Bragg. Along the bridge huge piles of debris had lodged against the pilings and were cleared with a bulldozer.

There were several slipouts along Highway 1 between the bridge and Westport. There was also a series of small slides; some had been cleared away but left slippery mud on the highway, creating a driving hazard.

Some of the slipouts took more than half of the oiled surface of the roadway and dropped down to the beach, over 100 feet below.

The first slipout was caused by a broken wooden culvert that had been placed there 25 years ago. The next big one had a metal culvert that had been unable to carry the flow of water and also had broken, as well as the wood cribbing placed along the outer side of the roadbed.

But it was at DeHaven Creek where men and machines were really cooperating to put a bridge back into use. The creek had cut itself a new channel on its southerly side, washing away about five feet of approach-way to the bridge, which they were filling with logs, rocks, timbers, anything they could find to help hold the dirt that was dumped in later.

Trucks stood by with loads of dirt and beneath the bridge was another "Cat" which was churning back and forth, clearing out logs and other debris that might jam up the channel beneath the bridge.

Just this side of Westport was a big slipout and a tremendous slide near Union Landing, about a mile up the highway from DeHaven Creek. It looked like the whole side of a mountain had caved in. And somewhere in the red ooze, mud and rock was the Westport-to-Leggett Valley road!

Out of Boonville the schools in the Anderson Valley district have had to close due to the closing of Highway 28 at the Indian Creek bridge. Four pilings on one side of the temporary bridge were broken off by the impact of logs swept down during the heavy rainstorms. Closing of the bridge has somewhat disrupted local activities; mail has been taken across on foot, while milk and bread delivery trucks have been re-routed to deliver supplies to Philo.

Ukiah's \$400,000 Northside Elementary School is now completed. Construction has been done by M. R. Crane of San Francisco, with his son, Frank Crane of Ukiah, as associate construction contractor. The spacious kindergarten room, a separate unit to itself, was built to size for the five-year-olds. What a long way we have come.

The City of Santa Rosa is going ahead with plans to drill a new well in the Peters Springs area and probably will call for bids on it sometime this month.

Bids have been called to construct a bridge and approaches across the North Fork of Navarro River 17 miles northwest of Boonville, on Route 28.

River bottom stabilization to safeguard the new Russian River recreation dam in the Healdsburg Veterans' War Memorial Aquatic Park will run over a period of years. The collapsible dam was completed last fall. Erosion immediately downstream from the dam, caused by the waters flowing over it, will require rock work each spring for several years before "equilibrium" can be established. And the problem is complicated by gravel dredging operations still farther downstream.

Repairs are now going on to the eastern abutment of the dam, where high waters of the river caused erosion damage during the

past six weeks. The repair job involves dumping of fill material and placement of heavy rip-rap rock over it. The recent heavy flow of the river gave the dam "a good test." The structure is built to be raised during the summer to deepen the river in the park area.

Middletown took all honors as the wettest spot in the Redwood Empire. The rain "flooded everything" but no roads were closed. Putah Creek was over Highway 53 between Middletown and Lower Lake, to a depth of one foot in many spots.

The Russian River was over the railroad tracks at Geyserville and was standing on Highway 28 hub-cap deep in many spots. Trucks were the only vehicles going through.

The Electro-Level Corp., located near Sebastopol, recently completed negotiations for manufacturing and exclusive sales rights for the Stewart electric level. In about 45 days the improved-design electric level will be in production. The new level has been test-proven to save many times its cost in material and operating time.

This angle-measuring instrument can easily be adapted to construction equipment. It will assist the operator to maintain a uniform grade by indicating the deviation of his equipment from a desired grade setting on the level. This indication is obtained by watching a light panel which registers with light for a high or low position. With this indication, the operator can make necessary adjustments on his equipment to maintain the desired grade.

The Stewart electric level can be used with motor graders, land levellers, and other equipment too numerous to mention. Mr. Sam Stewart, inventor of this electric level, is a member of Operating Engineers Local 3. Address of the plant is 3075 Gravenstein Highway South, Sebastopol, Calif. Phone number is 2132.

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Job Pickup Despite Rains In Fresno

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

The employment situation has picked up somewhat during the last month in spite of adverse weather conditions. There still is quite a bit of subdivision work in progress throughout the area, on which the majority construction is underground work; Kovick Bros., W. M. Lyles, Valley Trenching Co. and E. T. Haas dividing this work.

The Alex Robertson Co. have moved in on their 16 miles of gas line for the PG&E and are employing quite a few of the brothers.

Bechtel Corp. is making good progress on the enlarging of the PG&E gas compressor plant, with Bigge Co. moving and placing the machinery, and other equipment being used on the job utilized by the Bechtel Corp.

There has been a slack period in the oilfield area, Coalinga and Avenal. However it is anticipated that this work will pick up in the near future.

On the Pine Flat Dam project, dismantling operations have begun on the gravel and segregation plants, and the company have already started to remove the railroads.

We have received word from the State Highway department that bids will be called soon on 7.9 miles of grading and concrete paving on the Tulare Freeway job (Continued on Page 12)

News Roundup From Utah

By MERLIN BOWMAN, DON ELLIOTT, CHARLEY COCKAYNE and GEORGE FARRELL, Business Representatives

Contractors Toe the Mark For Early Spring Start

Contractors are starting to move considerable amount of their equipment out on jobs and are figuring on getting an early spring start, with Olof Nelson Co. already starting on their Redwood Road job. They have called for a few men, but it will be a few weeks before they get into real dirt moving.

Gibbons & Reed have also called for several operators and are figuring on getting started on their new road job this coming week.

Utah Construction Co. is still hauling cinders for backfill at Garfield, on their Stauffer fill job, but they are getting near the end on their tailings job at Lark. This should be completed within 30 days.

At this writing, our work at Dagway has been very slow, but later on in the spring we figure we will get several men on this job for W. W. Clyde Construction Co. They are also going to try to get their job going on the igloos at Toole, just as soon as the Government will let them go.

State-Wide Plumbing Co. got started on their million-dollar sewer job at Murray. This company is figuring on buying additional new equipment and has agreed to go along 100 per cent union.

Bechtel Corp. still has three or four operators on their Jordan Steam Plant job, which should be completed this week.

Enoch Smith & Co. are still keeping several of their operators on their smaller jobs in Salt Lake.

Moulding Bros. have had their full crew of operators working all winter, with very little lost time.

Wheeler & Tempest have kept most of their operators employed throughout the winter on their water line and telephone line jobs.

Utah Construction is getting prepared to start their crushing of cinders job at Murray soon.

REMARKS:

Brother Wilkerson needs a new car, since 20 tons of rock was too much for the one he had.

It seems he was coming home from the W. W. Clyde Co. job at Mexican Hat, when he came to a rock in the road. He got out of the car to move the rock when suddenly 20 tons of rock came down off the bank and landed right on top of his car.

They had to blast the rocks off the car so there wasn't much of a car left. He had a 1952 model with only 4,000 miles on it. We were told he sold it for \$50.

SOUTHERN UTAH

The W. W. Clyde Co. is moving in on the job in the Red Narrows, in Spanish Fork Canyon. This job has been the 'topic of discussion' for many years and has finally become a reality.

Even though it is a \$700,000 job, it is only a portion of what will have to be done to make this canyon safe for travel. Not more than a year ago a man was killed in rock slide in this area. This is a main highway east, and also the main route of heavy trucks hauling coal from the large coal fields of Carbon County to the more thickly populated areas of Utah.

Spring may not be here yet, but the weather couldn't be better if it were, which all goes to say, as one contractor put it, that "all engineers out of work are rarin' to go to work."

And who knows it better than the representatives who answer the phone calls from many brothers daily, inquiring when they will be able to go to work? We all hope it'll be very soon, but unless you are a stranger in town, you do not predict the weather in Utah. In the old legend about the groundhog has anything to do with it, we are in for another six weeks of winter.

There is plenty of work coming up this year. It's just a matter of

VAN WINKLE SAYS HURRIED FAREWELL

Time, they say, waits for no man, and neither does the spectre of death, and the sudden untimely passing of Brother Waack made my transfer to California a quick one, and I wasn't able to say goodbye to many of the friends I made in Utah.

So I want to take this means of saying "So long," it was nice to know you, and may we meet again soon, and also if you are ever in California, and I can be of service, please call upon me.

Utah treated me with kindness and fairness and the expressions of good will and well wishes from the many that I did have the privilege of meeting before I left rather reminded me of being privileged to attend one's funeral with both ears wide open listening to the good things one's friends are saying about one.

Again, many thanks.

C. R. VAN WINKLE

time when it will start, depending on weather conditions.

In the south, in Utah's Dixie, there have been a couple of jobs going all winter. This is not surprising, as the winters are usually milder down there. L. T. Johnson, at Bluff, with 41 miles of secondary road work, and Whiting & Haymond, from Blanding to Hite, with 88 miles of secondary road, started around Christmas and will probably be going for three or four months yet.

L. A. Young Construction Co. has finished their job at Fairview and moved in on their job from Salina to Scipio, where they probably will spend most of the summer.

Parsons & Fife are on a small job out of Milford, and it should go for three months yet.

There are many stockpile jobs all over the south that have been let and some are going to start soon. This does not mean much work for engineers on any one of these jobs, but two or three members on each one will mean a lot toward shortening the out-of-work list.

STATE ROAD

About the time you read this, there is a good chance that the bill we have prepared for your job security will be under consideration by both houses of the State Legislature.

Some time ago we advised you of this venture and asked you to talk to your Senator and Representative to seek their cooperation for passage of the bill. We are hopeful of passage before you read this, but in the event the bill has not yet been acted upon, we hope you will make further effort to contact the aforementioned gentlemen if you have not already done so. The legislation we are seeking will be of definite benefit to you.

Due to the mildness of the winter throughout most of the state, very little overtime has been available for you brothers, but we are happy to report that retroactive pay in the amount of \$16,453 was paid to your group—the time and one-half pay for overtime worked since Sept. 1. That isn't exactly hay!

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

NORTHERN UTAH

This time of the year, everyone gets anxious to go to work. Especially when our winter has been so mild. Considerable work is scheduled to go as soon as the weather permits. We should consider that since this is only February and there is still some time for bad weather, all we can do is hope for continued good weather and an early start on the proposed work.

Chicago Bridge & Iron Co. has about two months' more work on their tank job at the Sinclair Refinery terminal in Woods Cross.

The Fluor Co. still has a few men busy on construction and maintenance at the Phillips Refinery.

Strong Co. and W. W. Clyde Co. both have road work to complete in the Layton area as soon as the weather permits. The balance of the Strong Co. job is finish work and the contract for the blacktop is to be let this year. W. W. Clyde Co. was able to get most of the pipe in on their job and have a lot of select borrow to haul in and complete the oiling this year.

The McKee Co. has kept all its engineers busy this winter. Almost half of the concrete has been poured so there is work for several more months on this project.

Western Steel Erectors have two rigs erecting steel for the McKee Co.

Germer, Abbott & Waldron have moved some machinery to their Park Valley road project. This company has kept most of its crew busy all winter on small land-leveling jobs and on overhauling equipment. With the balance of the Howell job to complete and the Park Valley job, this company has work enough to keep all its machinery busy most of the year.

Wheelwright Construction Co. has the Wilson Lane road and the Lewiston road to complete this year and a number of smaller jobs to do in the Ogden area.

The railroad overpass at Emery is to be completed this year to connect the two new road projects totalling \$1½ million, to be let in Echo Canyon soon. This project will eliminate two dangerous underpasses and a narrow road.

Utah Construction is working three shifts on Weber Tunnel. This will be a good two-year job if everything goes as planned. The balance of the construction on the canal and aqueduct connecting with the tunnel should be making additional work this year.

There are several housing jobs to be completed in 1953, along with a number of sewer and water lines in the northern area.

With the number of jobs to be completed and the amount of new work proposed for this area, work should be very good this season.

UINTAH BASIN

One bright spot in construction during the past couple of months has been the Uintah Basin. The winter has been mild and what projects we have out there have kept working pretty constantly.

R. M. Jensen has about another 10 days left on grade. Bethers Bros. have contracted the gravel, crushing and spreading.

At Fort Duchesne, the Wilson land levelling job has been stymied since Christmas. We have had money problems there but are getting matters taken care of by the bonding company and the agency tells us land levelling should be starting again in early March.

Ralph Prout is progressing very well with his bridge jobs on the Strawberry River, out of Duchesne, west.

Bill Colthorpe has taken over the Roosevelt Airport hangar for the winter and has kept three of the brothers busy there, overhauling his equipment.

By the time you read this article, Germer, Abbott & Waldron will no doubt have their project from Highway 40 to Bonanza well under way.

Schedule of Meetings for Construction, Lang Co., Sand and Gravel, Iron Ore Mines, Vitro Chemical Co., and Kennecott Copper Corp.

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

Vitro Chemical Co.: All called meetings in March.

Monday, March 9, 5:30 p.m.: Lang Co. members, Operating Engineers' Hall, 1969 So. Main St., Salt Lake City.

Thursday, March 12, 8:00 p.m.: Sand, Gravel & Construction members, Engineers' Hall, 1969 So. Main St., Salt Lake City.

Friday, March 13, 8:00 p.m.: Sand, Gravel & Construction members, Labor Temple, 161 West 1st North, Provo.

Friday, March 20, 8:00 p.m.: Sand, Gravel & Construction members, Labor Temple, Ogden.

Friday, March 27, 8:00 p.m.: Iron Ore Mine members, El Escalante Hotel, Cedar City.

Schedule of State Road Meetings

Wednesday, February 25, 7:30 p.m.: Labor Temple, 161 W. 1st North, Provo, Utah.

Tuesday, March 3, 7:30 p.m.: Price City Hall, Price, Utah.

Wednesday, March 25, 7:30 p.m.: Engineers' Hall, 1969 So. Main Street, Salt Lake City, Utah.

Thursday, March 26, 7:30 p.m.: El Escalante Hotel, Cedar City, U.

NEWS FROM THE MINES AND SHOPS

CEDAR CITY RAISE OKEYED

KENNECOTT COPPER CORP.

As a result of the President's action decontrolling wages, we were of the opinion that Kennecott immediately would pay the retroactive wages and put the negotiated raise into effect.

However, we have discussed the matter with their Salt Lake office and they inform us that they are anticipating immediate word from their New York office instructing them to do so. As yet, they have received no official word here and must have more than newspaper accounts to be sure they are in the clear to go ahead and pay.

It is our opinion that by the time this article reaches you the matter will have been taken care of. As soon as we hear from the company about the increase we will get the word out.

We regret that Bro. C. R. Van Winkle has been transferred to California. He has worked hard at the job of representing you, and we hope to continue where he left off and do our best to serve you well. Bro. Charley Cockayne has been assigned to take Van's place.

VITRO CHEMICAL CO.

There is not too much to discuss at this writing on the Vitro Chemical Co. negotiations.

We had our last meeting Jan. 29 and at this meeting discussed local issues and the entire agreement. We agreed to have a brief copy of the agreement drawn up in order to take back and read to the membership.

This is being done at the present time.

SAND AND GRAVEL JOBS

Sand and gravel and construction jobs have been a very good thing for many of our people this winter.

We have placed several of our field mechanics and operators out on these jobs, which has helped our out-of-work list considerably this winter.

CEDAR CITY IRON MINES

We finally received our OK from the Wage Stabilization Board on our Cedar City petition. Wages were approved retroactive to June 1, 1952, but the paid holidays were deferred for more information.

The company agreed to put the raise into effect Monday, Feb. 2, and would have the retroactive pay out immediately. At this writing it is doubtful whether there will be any Wage Stabilization Board to act upon our paid holidays. If there is no board, the company has agreed to put vacations into effect immediately upon the termination of the WSB.

Your obligation to your union doesn't end with the payment of dues. Attend meetings and take part in union affairs.

HEAVY STORM DAMAGE IN EUREKA AREA

By A. B. McCaffrey
Business Representative

Rough weather has played havoc in the Redwood Empire this last month. Early flood damage estimates ran into the thousands of dollars, then into the hundreds of thousands.

As the waters rose, the estimates rose; a million dollars for roads and bridges alone—two million, maybe.

There were the homes, automobiles, boats; damage to mills and stockpiles; drowned livestock; and a thousand miscellaneous things yet to be tallied. All authorities agree that it will take a long time to arrive at a near-accurate figure. Maybe never.

Fortuna alone, not as hard hit as the neighboring Carlotta area, racked up an estimate of \$100,000 or thereabouts.

In the Humboldt-Del Norte emergency areas from Orick to Klamath and up to Klamath Glen, the loss in homes and household furnishings alone was incalculable.

The steel bridge at Korbel had broken free, sailed down the river like a battleship, passed neatly under the concrete bridge, and come to rest 1,000 yards down Mad River.

Red Cross headquarters in San Francisco reported that more than 4,000 families in northern California and southern Oregon had been hit in varying degrees by the flood, most of them seriously.

Emergency water supplies were being sent to Klamath and Health Department authorities were organizing a garbage disposal system to avoid disease outbreaks.

Army helicopters were reaching the isolated up-river stretches with food, clothing, and medicine, and Gov. Earl Warren returned from Washington, D. C. to declare a regional emergency, opening the way for State aid.

Most all of the local contractors have equipment rented to the State clearing slides and repairing slipouts on all major highways out of Eureka. Most of the work is of a temporary nature at the present time. Bids will be asked for a lot of this work just as soon as the weather permits.

The job situation is slow just now but we are looking forward to one of the busiest years we have had in this area.

CLEARING WEATHER AUGURS WELL FOR MARYSVILLE

By LES COLLETT and C. R. VAN WINKLE,
Business Representatives

Wonder of wonders, we had about 15 days of sunshine around this area and some of our members were called back to work. We hope this is a criterion of things to come.

H. Earl Parker reports his company has only a few land-leveling rigs around the district and quite a shop crew, but that the ground was still too wet to proceed with any great amount of activity. Rice Bros. were able to put a few men back to work on the Yuba City Highway 20 job with Bro. Snell as foreman and Bro. Walt Boatwright filling in as needed. Doc Rice said he would not start the road job at the Sutter Basin by-pass until the weather clears up for good.

Archie Till and Smith Bros. are about wound up on their levee work at the Hamamont Gold Fields. The Zupan Builders are doing O.K. on their housing project, but don't use many of our people.

Stolte-M. & K. Co. Inc. at Beale Air Force Base were low bidders, on the Airmen's Club for \$292,237.78 and also the Commissary Building for \$47,240.

With the other work already going, our members are getting in as much time as possible. Altermatt & Creasy keep a man or two on their oil storage facilities at Beale, also. Erickson & Campbell of Sacramento, sent up Bro. Paul Johnson to do the backfilling on the boiler house at Beale.

At Live Oak, the San Leandro Const. Co. have had to put in well points on their sewer job and are having quite a tough time of it. Bailey & Anderson of Woodland were low bidders on the 15 double-unit housing project in Live Oak. Bob Kirkbride, superintendent, said all of his men would be union and assured us no trouble would develop on his job.

H. W. Ruby has been able to do some more work on his bridge job in South Chico—part of the Oroville Wye job. Richter Bros. of Oroville have been able to put some of their regular crew back to work on the same road job and will work until the weather shuts them down again. The Butte Creek Rock Co. of Chico has 24 operators on the payroll, and the Welfare Plan has been effected there.

The M & K Co. Inc. tunnel job at Stirling City has been shut down due to hitting some water and we will know in a few days what the procedure is to be. Lefevre & Bing are making as good progress as possible on the small tunnel at Oroville. Kaiser Sand & Gravel at Oroville keep grinding along at their plant with all regularity.

New York Machine Shop remains the same with the regular members working all the time. Yuba River Sand Co. have kept their regular crew on duty all winter. Hallwood Sand & Gravel have been busy too, with Geo. Belote in charge.

PERSONAL MENTION

This is the 40th day Bro. Bill Waack has been missing, and quite a few of our boys still spend time looking for his body. Bro. Jack Tittle is out of the hospital and well on the road to recovery. Brother Paul Smith of Oroville, still has a cast on his hand and it will be some time before he is able to work. Bro. Les Schleigh is still in bad shape with his broken leg and does not know when he will be well.

Bro. Roy Kingery wrote a nice letter and sent photographs from the M & K Co. Inc. job in Afghanistan which were surely appreciated. Bro. Bud Bynum writes from Liberia telling of his job and that Bros. Harry Hanson, Bill McGuire and Bill Gilmore were there too. His was the nicest letter a Business Representative could receive. Keep them coming; Bud, and we will send news from home.

Bro. H. E. McCue has new backhoe equipment for his 20-B. Anyone desiring this kind of service can reach him at 3-7748 in Yuba City. Bro. Rex Boring does his oiling and is doing pretty good for the winter months.

It seems our brothers are branching out to go in business for themselves. Bro. M. L. Benson has the Union Oil Station at 5th & G Sts. in Marysville. Good luck to Bro.

A PERSONAL NOTE OF THANKS

The way is never straight for a stranger and the gates being narrow, they are hard to find, so it is only fitting that I pay my thanks to those who took the stranger by the arm, and helped him over the rough spots. So I want to say thanks to Business Representatives Les Collett, Eddie Park and Harold Clark, for their kindness to the stranger. It has indeed been a pleasure to be greeted as I was. Their patience and understanding will never be forgotten.

C. R. VAN WINKLE.

Benson. Bro. Wilbert Strickland has purchased a grocery store in Olivehurst, so all you Engineers and union people drop in to see him.

We in the Marysville office and district extend a hearty welcome to Bro. C. R. Van Winkle, Business Representative, who is to replace our late Bro. Waack in the Industrial Plants in this area. Bro. Van Winkle is known to all Engineers and friends as "Van." He is an old-timer in the labor movement and has been with our union for 11 years, during that time in the State of Utah, where the going was rough for some time. Bro. Van has already been getting acquainted with the men in the area and henceforth will report in the *Engineers' News* about the men and plants he will service. We hope all members in this district will be able to meet and know him soon.

GLADDING, McBEAN

Although not enough time has elapsed for a thorough investigation, it would appear that all is going fairly well, with only a minimum of complaints. From a low point last month in employment (although the company has not had any reduction in forces this winter due to lack of work), work has been picking up and the company is hiring new men.

From information received from the company, if the present weather holds, considerable activity can be expected as they have large orders to fill. At this time we would like to thank Mr. John Perry, general superintendent, Mr. Robert (Tiny) Radovich, personnel manager, and Mr. Cliff Howard, his assistant, for their courtesy and kindness in showing us about the plant and explaining the operations.

We would also like to thank Bro. Virgil Olander, Business Representative of the Teamsters Union and Brothers Bob Rich and Carl Brown, Local 3 stewards, for their kindness in introducing us to the membership and also in showing us around. We can assure you that it has been more than helpful and means that we will be able to be of better service to our membership.

Brothers Clyde Smothermon and Duke Richardson of Gladding, McBean Co. have been reported ill and are off the job. We hope that the illness is not serious and that they soon will be back on the job. Bro. Frank Cowan has been reported to have suffered a stroke. We sincerely hope, not having been able to see him at this writing, that it was a mild one and that he will soon be able to return to work. Bro. Louis G. Wren, who was off sick during January, has now recovered sufficiently to return to the job.

YUBA CONSOLIDATED

What is true about the above company is true about this company. It is too early for us to form opinions. However, preliminary checks in the shops and on the dredges, and talks with the members, stewards and company offi-

History Note: AFL Founded by Jew, Named by Negro

The occasion of Brotherhood Week, observed this year between February 15 and 22, was used by President George Meany of the AFL to recall a significant bit of labor history.

Brotherhood Week is sponsored annually by the National Conference of Christians and Jews to promote religious and racial harmony.

Meany, in this connection, wrote: "We of the American Federation of Labor are an organization that was founded by a Jew and named by a Negro."

The Jew was Samuel Gompers, who organized the AFL and was its president for over 40 years. The Negro was a delegate from Pittsburgh named Grandison, who moved adoption of the AFL's name at its founding convention.

cials have given us some idea of the problems involved.

We are especially indebted to Bro. Wally Darnelle, shop steward at Hammonton, for his kindness and courtesy in showing us around and explaining things. We would also like to mention Bro. O'Brien, steward of Dredge No. 19, for his kindness in explaining the operation of the dredges.

It would be a neglect on our part if we did not also mention the kindness and courtesy of Mr. Deaver, manager, Mr. Brophy, superintendent, Mr. Bradbury, superintendent of the clean-up crew, and the various dredgemasters of Yuba Consolidated in showing us around and explaining the operations.

Lack of time has prevented us at this writing, in meeting all the stewards, much less all our members, but all can be sure that before much more time elapses we will be around and meet everyone. We hope that if you have any problems or any ideas, that you will tell us then when we meet, or call or bring them into the office. You can rest assured that your problems or your ideas will receive our earnest and prompt attention.

NATOMAS COMPANY

One or two sandwiches doesn't make a banquet and neither does one or two visits to the job mean that we are so well informed that we can write a book about the operations; however, we are getting the beginnings of an understanding of the problems involved.

Everyone was kind and courteous and more than helpful. We want to thank Mr. Thomas, manager, for his thoughtfulness and kindness in explaining the company's operations and offering every facility of the company in showing us around. To Mr. Chas. Gallagher, personnel manager, we wish to give special mention for his patience and understanding in taking us in hand and showing us our way around. Without their help, our job would, indeed, have been more difficult.

Not enough time has elapsed for us to have met all the committeemen and members, but those that we have met, have been kindness itself, and if that alone is any indication of the future, we ought to get along fine.

ATTENDING MEETINGS

Regular meetings will be called from time to time of the membership employed by the above companies. At the present time, only regular slated meeting has been set, and that is for the employees of the Gladding, McBean Co., which is the second Tuesday of each month at 4:15 p.m. in the City Hall, Lincoln, Calif. Meetings of the membership in the other companies will be announced from time to time.

It is not unusual to hear complaints among the membership about how the union is being run, and almost without exception it is found that the complainer seldom or never attends the meetings of the union. Decisions of unions are made, and can only be made, at the meetings and if you do not attend you surrender your rights to take part in the decisions to those who do attend.

IN SAN JOSE: \$50 MILLION FORD PLANT AND SUNSHINE

By M. G. ("Mickey") MURPHY and A. J. ("Buck") HOPE,
Business Representatives

Well, Brothers, it is time for that little news article again, if we may take the liberty to define it as such. To start with, we are delighted to say that sunshine has been with us for a few days and some of our projects are beginning to show a little activity. Some of the brothers have returned to their former jobs on streets, subdivisions, the two freeways, underground work and shops.

We are in hopes that by the time that this is off the press the plans of Granite Construction Co. have come true, and the same applies to Fredrickson & Watson on their job. Superintendent J. L. Farrell, of Granite Construction Co. intends to run a double shift on their spread and a triple shift on the shovel in the quarry. On the structures they intend to work about 10 hours a day. So let us hope that the good weather continues.

We have just been informed of a new industry to locate in this area very shortly, an automobile plant, namely Ford. If the information is correct, this company has purchased 100 acres of land east of the railroad tracks in Milpitas, and as soon as the underground work is assured there will be activity on this \$50 million plant.

Bids are soon to be called for on much more underground work in Sunnyvale and Mountain View, also for the Willow Glen district of this city. The proposed cost of all units will be in the neighborhood of six million dollars.

Then we have more good news in regard to one of our old firms, who just purchased a five-acre parcel of land off Kiefer and Alviso Road, and will construct a modern commercial hot plant. At present we have three in this vicinity, namely A. J. Raisch, Leo Piazza and Ted Reed.

Another new quarry has come into being, with one of our "old-timers," Al Routt, who has acquired a long lease on a piece of property near the old quick silver mines at Almaden and will soon be open for business, handling base rock and crusher run.

Moffett Field is still showing much activity on the tunnels and housing projects. However, M-K Corporation will soon have completed their 1½ million dollar warehouse and housing project.

Just recently Carl Swenson was the lucky bidder on another \$1½ million job on this base; making a total of approximately \$3½ million work for this firm. However, we do not expect to have more than eight or ten Engineers employed on these two projects at the same time.

Raymond Concrete Pile Co. have finished their contract on the tunnel base and are moving their rig to the freeway job near Warm Springs for Granite Construction Co. Operations are to start very shortly. Raymond Concrete have also finished their job on Lenzen St. and are moving to another site on the State College, where there is much to be done on their new construction program.

Brothers Buck Wall and Jack Wiggington, a couple of old-timers in this locality, were the lucky bidders on a nice underground job out of Saratoga, to the tune of approximately \$74,000. At present the boys are having a little difficulty with the job, but a couple of well experienced guys like these two can overcome any obstacle.

Kaiser Aluminum & Chemical Corporation are still doing a flourishing business in the foil and chemical business, and when combining the cement industry with their other enterprises we can count up about 170 Engineers in their employ.

Now for the southern territory:

SANTA CRUZ

There has been a little more activity the last few days in this area. Granite Construction has started operations again on their school job in Felton, which had been shut down due to the rain. There is to be a highway job let in the near future between Santa Cruz and Davenport. Granite Construction are busy repairing their Hot Plant, in anticipation of being the low bidders on this job. Leo Cardwell was awarded the contract

let by the city of Santa Cruz on widening of High Street. Roberson Brothers and Jolley & Sons have a couple of small jobs in this vicinity.

WATSONVILLE—MOSS LANDING

Granite Construction has put several of the brothers to work again around Watsonville, Gilroy and Freedom. Kaiser Sea Water Plant at Moss Landing is operating at full capacity with one of our old-time members acting as supervisor, namely C. H. Beeken, who is doing a very outstanding job with the cooperation of the following brothers who are employed here: Vinc Glubka, Ed Powers, R. Corbly, J. Tyler, Don Fleming, Dale Robbinette, D. Dezelle, O. Jackson, W. E. Drally, C. Connors, A. Macgini, John Stracener, Bill Johnson, E. Hurly, P. Patterson, M. Sarmiento, H. Weaver, J. Gambetta, L. H. Lintz, W. McCraw, Homer Woods and F. Alle.

MONTEREY—FORT ORD

Normac Construction have about 10 days work left to complete their project of the prefabricated houses. Granite Construction have started their street work on this project, having just completed their underground contract.

They are also starting their curb, gutter and paving work around the Motor Pool, on which Stolte Construction Co. have the building contract. Granite are also working on their sub-contract for Dinwiddie which amounts to about three weeks work, using five rigs. George Casey Drilling Co. of Berkeley have begun operations on their job at the Engineering School in Monterey.

SALINAS—OIL FIELDS

Ed Keeble expects to resume operations on the freeway near Salinas, if the weather remains favorable. Raymond Concrete Pile Co. have completed their work on the freeway and are now driving pile for Spreckel's Sugar Refinery in Salinas. Donahue and Granite have started a few small jobs in this vicinity. Metz Aggregate, for the first time, has been in full operation all winter. We have five members employed here. It is very quiet at the San Ardo Oil Fields, but there are rumors that full operation will resume in a couple of months. The pipeline from Morro Bay to San Ardo is to be completed in about two months. We have about 10 Engineers on this job.

GILROY—HOLLISTER

It is very quiet around this area. Only George Renz and Workman Construction seem to be busy at this time.

PERSONALS

Brothers, when you are called back on your former job after having been registered on the out-of-work list, please procure another work clearance.

Our many thanks to Brothers Lou Kendrick, Dale Sanders, Udris Harris, Joe Pankoski, Harold Straight and Earnest Miller, who informed us by mail or phone to remove their names from our out-of-work list, as they had gone back to work.

Our best wishes to Brother Harley Davidson and family for a speedy recovery from their recent illness. Brother George Flagel and son are back in California sunshine again after spending the last couple of years in Alaska.

Brother Leo Dehoney was in the office recently raising H..... because we put his name in the last issue of the News, so we agreed that we will not do it again. Ha. Received a nice letter from Brother Adrean Paris, who has been in Antofagasta, Chile, for the past three years. He sends his best wishes to all the officers and members of Local 3.

Floods Delay Sacramento Jobs

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

Work is still quite slow at this writing with little prospects for much improvement for another month or so. This condition is due almost entirely to the season of the year and not to a shortage of projects in the area. There are a great many jobs waiting only for the ground to dry out before they roll. We are anxious for this to happen as soon as possible, for our out-of-work list shows 446 brothers registered.

Employment at the Folsom project could undoubtedly be stepped up provided the river was again diverted. This would not be too difficult but the danger of another overflow will probably deter the Army Engineers from ordering this done. And until it is, there will be very little excavation work done.

On the Savin project, the concrete pour and the gravel plant continues on a one-shift basis. It is not expected that their operations will be stepped up until April. A few cats have been fired up again on the wing dykes.

The Atkinson project, which was flooded out by the overflow, will be under way again soon. New sheet piling is being driven to replace that which was washed out and once completed, some tunnel and concrete work can be resumed. M & K manages to keep rolling on their rip-rap job at Mormon Island. Winston-Johnson is keeping a few of the brothers busy excavating on the west abutment of the Nimbus Dam.

Ted Schwartz is moving in on his job at Folsom with Bro. Frenchy Crotteau as boss and Brothers J. J. Crosswell, Ted Sager, Gene Thomas, Doug Bevard and E. J. Albers the crew to date. Bro. Charley Mitchell is back on the dam with his crew of diamond drillers, Brothers Art Gilmore, Kenneth Waldron, Louis Duggin and Mell Duggin.

Around Sacramento, U.P.K. keeps a small crew busy between their West Sacramento freeway and Elvas freeway. MacDonald, Young & Nelson is still at the Signal Depot. Ferguson Co. is on the soap plant. Williams & Burrows are opening up a new housing unit in Broderick. T. Teichert has many small jobs in town and a large one at McClellan Field. This firm moved in to do the excavating on the Stolte-Early job. Stockton Construction is preparing for their job in connection with this project.

McGillivray, Lentz, Reeves and the rest of the local contractors are keeping a few of the brothers going on jobs that can be worked. That's about the picture around town. Looks good for the summer but, unfortunately, it isn't summer yet.

The eastern part of the district is showing some activity since our last report. Joe Chevreux has a few of the boys repairing, Brothers Red Woods and Joe Leal. Harry Powning, Fred Campbell, Leonard Jenkins, Pop Gray and Smokey Sutherland are busy between the batch plant, gravel plant and maintaining on Highway 49.

Gus Bergquist has managed to keep his engineers busy most of the winter on repairing, etc. This firm also has started a few small dirt jobs in the mountains, thanks to the sunshine.

G. S. Herrington, building contractor at Auburn, keeps the brothers busy at all times hoisting cement and material of all types. His truck crane crew are kept busy, too. Lonnie DuBose does the operating on the crane with Brother Ed Hamilton oiling. Brothers Bill Fisher and John Adams also keep going for this company.

California Rock Products Co. at Cool, near Auburn, is still down at this writing. The brothers at this plant are busy repairing and getting ready for the spring opening which will start some time in the near future for the summer run of lime rock.

In the Grass Valley and Nevada City area, the contractors are showing activity at this time. F. T. Bastian has the brothers at the gravel plant and is doing several jobs in this vicinity. Brother Bob Winkle and his crew are engaged in all types of construction work.

The Hennigson Bros. at Placerville also keep the engineers busy most of the time repairing, etc. This firm also furnishes cement aggregates for the Tarlton Contracting Co. at Pollock Pines.

Joe Vicini has several excavating projects in this area. One is near the fair grounds and keeps two scrapers and a dozer busy. Another is located in the city and keeps several pieces of equipment busy. Joe also has his shop crew going steady on repairing of all kinds. This company will move into the Sly Park area in the near future to build an access road under a sub-contract with the Stolte Co.

The gravel plants in Yolo County have been shut down for approximately one month due to high water. They are showing signs of starting again at this writing. The water has been receding steadily. Madison Sand & Gravel plant started the week of February 1st. They are working from a stock pile but hope to be in the creek by the middle of the month.

The other plants in the Woodland and Madison area will get started as soon as the creeks will allow.

Jay Bailey Construction Co. has kept the brothers fairly busy this winter on all types of small jobs, subdivisions, service stations, etc. This firm is hoping for a prosperous year in the construction industry with the outlook for several building jobs to start early this spring.

In checking the new radar station near Davis, we found Brother Don Lambert and his truck crane busy setting all types of structures. Brother George Pedroia has the levelling and gravel haul on this job.

The gravel plants in the Sacramento area have had the same problem as plants in other areas—high water in the rivers. They should be back in operation very shortly now. P.C.A. at Fair Oaks have shortened their crew temporarily.

The Tarlton Co., located at Sly Park, is doing a 2900-foot tunnel and have their crew on an around-the-clock basis. These brothers have had a tough time on this project with rain, snow and mud. The brothers on this job are: Harold Eckes, Blackie Belt, Willard Belt, Nat Overton, L. G. Gonyeau, James Gale, Adrian Kirk, Jerry O'Donnell, George Croga, Roy Bell, Harry Warner (Tech.), W. C. Henley (Tech.), Harvel Stancil, Al Tafola, Miles Moore, Scottie Moore, John E. Shull Jr., Marlon Imel, Tex Durham, Harry Dowdle, George Knight and Lloyd Noe.

HERE AND THERE WITH THE BROTHERS

JOHN SENECHALE contemplating an operation; JACK EDWARDS ready to go; HANK DORRING bossing a crew; HOWARD GREEN selling insurance; BILL EDWARDS running a mixer; WHITEY RESH planting fish; LEE HURD settling down; ROLLIN LEIMBACH and C. M. DEVORE, city employees, enjoying a vacation; W. G. MARTIN leaving for South America for Utah Construction; JIM SWAN and PERCY LAWS working at Davis Campus; FRANK HIDNIK backfilling sewer; JACK MORRISON testing a seat; BOB (Hard Rock) JOHNSON at the soap plant; ERNIE NELSON also at the soap

Calif., Nevada Building Up in '52; Utah Drops

Construction volume increased in 1952 in California and Nevada over the 1951 levels, but dropped somewhat in Utah, an annual summary by the Daily Pacific Builder disclosed.

Dollar volume and number of permits went up 43.1 per cent in Nevada and 3.6 percent in California, but dropped 11.4 per cent in Utah.

In December construction activity in the seven western states was 42.8 per cent higher than the same month a year earlier.

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Sponsored by Associated Business Club, Inc.

Field Survey Report—

Santa Clara Firms Told of Technical Engineers' Dispute

By AL BOARDMAN and BILL MINAHAN,
Business Representatives

We desire to inform all firms that employ Civil Engineering firms in Santa Clara county, that a conflict exists between the members of the Associated Civil Engineers & Land Surveyors of Santa Clara County and the Technical Engineers Division of Operating Engineers Local Union No. 3.

This dispute is the violation of contract on the part of the employer. Any employer hiring any member of this association may find his job or project subject to economic action. The union desires to avoid any economic loss to contractors or builders and will, on contact, furnish a list of union firms.

We wish to make it clear that the union lives up to the letter of all agreements and in turn expects those firms having agreements with the union to do the same. The majority of the firms have the honorable policy of lying up to the spirit and letter of the contract. However, there has been a tendency on the part of a few to by-pass Section No. 2, covering Recognition—Hiring—Union Shop, which reads as follows:

SECTION No. II—Recognition—Hiring—Union Shop

(a) The Employer hereby recognizes the Union as the sole collective bargaining agent for all employees working in the classifications designated in Appendix "A" and in "Certification of Representation" dated November 26, 1951.

(b) All members of the Union covered by this Agreement on its effective date or subsequently hired shall remain members in good standing as a condition of continued employment.

(d) In the application of paragraphs (b) and (c) above, when the Employer is notified by the Union in writing that an employee is delinquent in payment of Union dues, or has failed within the time prescribed by this said Agreement to make proper application and pay the required initiation fee, the Employer shall terminate such employee.

(e) Within three (3) days from date of hire of any employee cov-

ered by this Agreement, the Employer shall furnish the Union the date of hire, name, social security number, address and classification of each such employee on a form to be furnished by the Union.

(f) The Employer shall also inform each employee or employees hired of the requirements of paragraphs (b) and (c).

(g) When an individual Employer needs additional employees he shall so indicate by posting a notice on his job bulletin board and at the same time serving notice on the Union. Whenever possible this notice should be given at least forty-eight (48) hours before the men are needed on the job.

This clause is not subject to grievance procedure and is enforceable by strike action. It is important that the union member should be alert to these conditions. For many times, when visiting a job, we find our member working on a survey crew with non-union personnel or members of another craft. When this condition prevails it is your duty to call your business representative immediately.

If an employer offers you a job, get a clearance from the nearest Branch Office before reporting to work. In accordance with the by-laws of our union, dues must be paid in advance for the current quarter. Check your membership card to determine your standing.

Brother Howard P. Adams will appreciate any message from his many friends. He is in the San Francisco County Hospital at the present time.

The next 3E meeting will be Friday, February 27, 1953, 8:00 p.m., at 474 Valencia St., San Francisco, Calif.

Daily report of awards for construction

(Compiled by P. E. Vandewark)

JANUARY 7, 1953

CARSON CITY, NEVADA, Contract awarded to Isbell Const. Co., P. O. Box 2351, Reno, Nevada, \$771,197 for 2.459 mi. grade, drain, surf., P. S. H. betw. Calif.-Nev. State Line & 1.0 mi. S. W. of Verdi, WASHOE COUNTY.

CONCORD, Contract awarded to McGeehan Bros., 2360 Warren Road, Walnut Creek, \$50,000 (approx.), for const. of approx. 2½ miles of paved roads.

JANUARY 8, 1953

CENTERVILLE, Contract awarded to Oakland Sewer Const. Co., 9915 Walnut St., Oakland, on alternate "A", \$34,189 for const. sanitary sewer in Baine Ave., Central Ave. & Cypress Street.

OAKLAND, Contract awarded to Eugene G. Alves, P. O. Box 950, Pittsburg, \$27,928 for const. drainage facilis. & improvement of roads in ALAMEDA CO. Fairgrounds near Pleasanton.

DECOTO, Contract awarded to Oliver DeSilva 2330 Clement Avenue, Alameda, \$2,126 (Barnard School), and \$6,285 (Hillview Crest School) for playground pavement & improvement to grounds at Barnard & Hillview Crest Schools.

JANUARY 9, 1953

SAN BRUNO, Contract awarded to Huetting, Schromm & Bennett, P. O. Box 798, Palo Alto, \$965.00 for landscape Bldgs. 100, 102 & 105 at Advanced Base Personnel Depot, San Bruno.

MARE ISLAND, Contract awarded to Ferguson Bros., 8923 San Leandro St., Oakland, \$75,168 for replace 12th St. drainage spoil discharge line.

SAN FRANCISCO, Contract awarded to C. Norman Peterson, 2832-9th St., Berkeley, \$291,500 for const. a Type "H" armory for Calif. National Guard.

SAN FRANCISCO, Contract awarded to E. J. Treach, 452 Dewey Blvd., S. F., \$11,353 for const. Aptos Playground.

SAN FRANCISCO, Contract awarded to C. Norman Peterson, 2832-9th St., Berkeley, \$2,297 for const. conc. foundation for Butler Bldg. at the Shipyard.

OAKLAND, Contract awarded to Coast Pipeline Contractors, Old County Road & Commercial, Belmont, \$12982 for const. storm water conduit in an easement of the 100-ft. right of Central Pacific R. R. Co., N. W. of 98th Ave.

JANUARY 12, 1953

YOUNTVILLE, Contract awarded to Beacon Const. Co., 780 Natoma St., S. F., \$95,919 for alts. to hospital kitchen at Veterans Home.

FRESNO, Contract awarded to Nomellini Const. Co., P. O. Box 1177, Stockton, \$338,967 (Schedule B) for const. O. R. C. 600-man armory at Fresno.

KLAMATH, Contract awarded to E. W. Markham, Ft. Bragg, \$8,588 for const. paved recreation area at 777th AC & W site, Klamath.

JANUARY 13, 1953

OAKLAND, Contract awarded to Gallagher & Burk, Inc., 341 High St., Oakland, \$20,263 for const. parking lot at 5th & Broadway, Oakland.

VISALIA, Contract awarded to Thomas Const. Co., 4929 Hedges Ave., Fresno, \$15,866 for 0.35 mi. grade & surf. Tulare County Road No. 32N, at south edge of City of Porterville.

SALT LAKE CITY, UTAH, Contract awarded to W. W. Clyde & Co., Springville, Utah, \$570,953 for 4.4 mi. plantmix bitum. surfacing on U. S. Hwy. 6 & 50, Mills Fork Red Narrows Road, UTAH COUNTY.

FOLSOM, Contract awarded to Stolte, Inc., 8451 San Leandro St., Oakland, \$99,330 for const. Camp Creek Diversion Dam & access road, Sly Park Unit, American River Division, Central Valley Project, Calif., 15 mi. E. of Placerville, EL DORADO COUNTY.

SALT LAKE CITY, UTAH, Contracts awarded as follows:

(1) SANPETE CO. (SP 1431)—20,000 T. gravel surf. & 3,000 T. cover matl. in stockpile, 4.2 mi. N. of Fayette, Utah, To Reynolds Const. Co., Springville, \$15,700.

(2) KANE CO. (SP 1433)—25,000 T. gravel surf. in stockpile, 3.3 mi. N. of jct. of U-136 & the road to

Paris, To: Thron Const. Co., Springville, Utah, \$21,000.

(3) PIUTE CO. (SP 1432)—22,000 T. grav. surf. & 4,000 T. cover matl. in stockpile, 6.5 mi. S. of Marysville, To: Marion J. Hess, Malad, Idaho, \$18,200.

(4) MILLARD CO. (SP 1430)—32,000 T. gravel surf. & 6,000 T. cover matl. in stockpile, west of Holden, To: Marion J. Hess, Malad, Idaho, \$27,200.

JANUARY 14, 1953

FOLSOM, Contract awarded to Geo. R. Patterson, P. O. Box 2004, Stockton, \$70,001 for const. South Fork Rd., Sweetwater Creek Sec. Extension, Folsom Reservoir, Spec. 1723.

SAN FRANCISCO, Contract awarded to E. J. Treach, 452 Dewey Blvd., S. F., \$8,598 for improve Kirkham St., betw. 4th and 5th Avenues.

CONCORD, Contract awarded to Victor A. Kaufenberg, 241 Brown St., Martinez, \$106,147 for const. 5 classrooms at Meadow Homes School.

SALT LAKE CITY, UTAH, Contract awarded to W. W. Clyde & Co., Springville, Utah, \$570,953 for 4.4 mi. plantmix bituminous surfacing in U. S. Hwy. 6 & 50, Mills Fork-Red Narrows Road, UTAH COUNTY.

FURNACE CREEK, Contract awarded to Flyod O. Bailey, P. O. Box 1169, Madera, John G. Mehren, 1810 Ladino Rd., Sacto., & P. J. Moore & Son, P. O. Box 488, West. Sacto., \$128,385 for grade, drain & pave North-South Runway, Furnace Creek.

JANUARY 15, 1953

FOLSOM, Contract awarded to Ted Schwartz, Glenbrook Park, Grass Valley, \$359,586 for Natoma Canal relocation and appurtenant facilities, Folsom Reservoir Project, near Folsom, Calif.

FRESNO, Contract awarded to R. M. Madsen, 4775 Madison Ave., Fresno, \$4,090 for improvement of Alley E-F, betw. Fresno & Mariposa Streets.

SACRAMENTO, Contract awarded to Ukropina-Polichkral, P. O. Box 105, San Gabriel, \$41,806 for emergency bank repairs at 2 sites on right bank of San Joaquin River near Manteca.

TRACY, Contract awarded to Paul E. Woof, 2203 N. Fruit St., Fresno, \$117,952 for const. roads, drainage & landscaping at Tracy Pumping Plant & Switchyard, Central Valley Project.

STOCKTON, Contract awarded to Olympian Dredging Co., 525 Market St., S. F., \$86,485 for dredging portion of Stockton Channel, for Transite Shed No. 9.

JANUARY 16, 1953

SACRAMENTO, Contract awarded to Ball & Simpson, 685 Delaware St., Berkeley, \$17,097 for 0.05 mi. grade and conc. pave. on cem. treat subgrade, in City of Oakland on Fallon St. betw. 7th & 8th Sts., ALAMEDA COUNTY.

SAN FRANCISCO, Contract awarded to Chas. L. Harney, Inc., 575 Berry St., S. F., \$29,573 for improvement of 37th Ave. betw. Ortega & Quintara Sts.

PETALUMA, Contract awarded to Mark T. Ammons, P. O. Box 904, Petaluma, \$4,963 for reconstr. 75 ft. of retaining wall or bulkhead along so. side of Petaluma Creek westerly of Washington St. Bridge.

JANUARY 20, 1953

SACRAMENTO, Contracts awarded as follows:

(1) NAPA CO. (IV-Nap-607)—To Harold Smith, 1427 Kearney St., St. Helena, \$20,889 for 0.4 mi. grade and rdmx. surf. untr. rock base, Silverado Trail at Conn Creek, 5 mi. S. E. of St. Helena, California.

(2) CONTRA COSTA CO. (IV-CC-Ant. Maint. Sta.)—To C. Norman Peterson, 2832-9th St., Berkeley, \$27,439 for furn. & erect 3 prefab. metal bldgs., gas & diesel storage tanks & appurts., wash-rack, etc., on Freitas Lane, 600 ft. S. of Tregallas Rd., nr. City of Antioch.

HAMILTON AFB, Contract awarded to Brown-Ely Co., P. O. Box 474, Corte Madera, \$67,118 for repair & resurf. bitum. streets on Zones 7 thru 9, at the Base.

SAN LORENZO, Contract awarded to J. H. Fitzmaurice, 2857

asphalt pavement at 7 schools and a warehouse within the San Lorenzo School Dist.

SAN LORENZO, Contract awarded to J. H. Fitzmaurice, 2857 Hannah St., Oakland, \$15,690 for const. of new curbs, gutters & sidewalks at 9 schools within the San Lorenzo School District.

PATTON, Contract awarded to Justice-Dunn Co., 1260-59th St., Oakland, \$11,196 for grounds improvements at Patton State Hospital.

SAN MATEO, Contract awarded to L. C. Smith, 225-19th Avenue, San Mateo, \$67,674 for grade, drain and surfacing in Vernon Terrace et al.

JANUARY 21, 1953

SAN FRANCISCO, Contract awarded (General) to S. J. Amoroso Const. Co., 2100 Oakdale St., S. F., \$609,900 for const. San Miguel School.

SAN ANDREAS, Contract awarded to Claude C. Wood Co., Box 599, Lodi, \$10,998 for grade, surf. and drain, clear brush, etc., at Fricot Ranch School for Boys.

JANUARY 22, 1953

FRESNO, Contract awarded to Stockton Const. Co., 639 Clay St., Stockton, \$23,015 for const. additions to sanitary sewer system.

FRESNO, Contract awarded to Kovick Bros., P. O. Box 1323, Fresno, \$20,886 for const. sewer in Fig Garden Manor & lots 13-31 incl., & 101-105 incl. of Fig Garden Heights.

FRESNO, Contract awarded to Kovick Bros., P. O. Box 1323, Fresno, \$3,986 for const. pipeline in Teilman Avenue.

ANTIOCH, Contract awarded to Cecil L. Moore, P. O. Box 166, San Leandro, \$20,010 for grading proposed Antioch Sr. High School site.

MERCED, Contract awarded to Leo Spiva, P. O. Box 1937, Modesto, \$6,995 for pave parking lot No. 3 on 18th St. betw. "N" & "O" Sts.

IVANHOE, Contract awarded to Schallock & Glanville, 2618 Nile St., Bakersfield, \$163,418 for const. sewage primary treatment plant and 40,000 lft. of sewer, TULARE COUNTY.

JANUARY 23, 1953

TURLOCK, Contract awarded to A. C. Sutton, 281 Magellan Ave., S. F., \$111,944 for const. sewage plant additions, incl. digester, chlorinator, & automatic bar screen.

REDWOOD CITY, Contract awarded to Moore & Roberts, Inc., 693 Mission St., S. F., \$247,502 for const. additions to Goodwin Ave. Elementary School.

WINTON, Contract awarded to J. D. Miller, 2002 Monterey, Bakersfield, \$29,000 for const. sewage treatment plant.

SAN FRANCISCO, Contract awarded to Fred T. Fairey, 1874 25th Avenue, San Francisco, \$10,520 for laying 6 in. & 8 in. mains in Visitacion Avenue (Hahn to Schwerin).

SAN FRANCISCO, Contract awarded to Fred T. Fairey, 1874 25th Ave., S. F. \$3,656 for laying 6 in. transite main in Mangels Ave. betw. Congo & Detroit Sts.

JANUARY 28, 1953

FRESNO, Contract awarded to W. M. Lyles Co., Rt. 2, Box 58, Fresno, \$7,994 for const. water line for water Works District No. 8, FRESNO COUNTY.

JANUARY 29, 1953

SAN BRUNO, Contract awarded to B & D Construction Co., 925 7th Ave., San Bruno, \$660.00 for removal of four catchbasins on Elm Avenue.

JANUARY 30, 1953

SAN FRANCISCO, Contract awarded to M & K Corp., 200 Financial Center Bldg., S. F., \$737,000 for const. San Miguel School.

FRESNO, Contract awarded to Kovick Bros., P. O. Box 1323, Fresno, \$26,876 for const. sewers in Boust Tract & in Lots 9 to 19 incl. of Oak Park Acres Tract No. 313-D.

FRESNO, Contract awarded to Engineers Limited Pipe Line Co., 5609 S. Union Ave., Bakersfield, \$8,013 for laying 8,710 l. ft. of 6 in. cast iron water mains in Manchester Subdivision, Fresno, Water Division Job No. 1172-B.

FEBRUARY 3, 1953

OAKLAND, contract awarded to McGuire & Hester, 796-66th Ave., Oakland, \$59,536 for inst. cast iron

mains & welded steel water mains & appurtenances in El Cerrito, Kensington District & in Berkeley.

DECOTO, Contract awarded to Oliver De Silva, 2330 Clement St., Alameda, \$6,917 for paving work at the Decoto Grammar School.

REDWOOD CITY, Contracts awarded to Healy-Tibbitts Const. Co., 411 Brannan St., S. F., (1) \$35,475; (2) \$1,800 for wharf extensions and pile dolphins.

SOUTH SAN FRANCISCO, Contract awarded to Lowrie Paving Co., 17555 Evans Avenue, S. F., \$6,110 for yard fill & surf. at Federal Warehouse on Butler Road.

SAN FRANCISCO, Contract awarded to Arras Bros., 401 Holly Park Circle, S. F., \$2,259 for Butler Bldg. foundation.

OAKLAND, Contract awarded to Carl N. Swenson Co., 1095 Stockton Ave., San Jose, for const. 130,000 sq. ft. building at 9200 Edes Avenue, Oakland, to house complete operations to produce steel castings. Total cost of the Foundry, \$5,000,000.

OAKLAND, Contract awarded to John J. Moore Co., 959-33rd St., Oakland, \$650,000 for const. a 3-level, 60-car garage in block bounded by Webster, Franklin, 13th & 14th Sts.

SAN FRANCISCO, Contract awarded to Lowrie Paving Co., Inc., 1755 Evans Ave., S. F., for lease Quarry adj. to Skyline Blvd. on Lake Pilarcitos Rd., SAN MATEO COUNTY.

PITTSBURG, Contract awarded to Kevry Const. Co., Inc., 655 Peralta Ave., San Leandro, \$8,350 for const. storm drainage, conc. walks & asph. pave. for Pittsburg Jr. High School.

CONCORD, Contract awarded to Frank Beach, Box 276, Concord, \$56,978 for const. curbs, gutters in Assessment Dist. 5,

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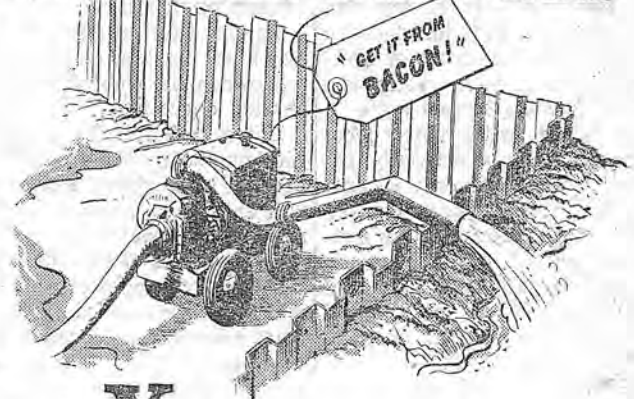


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'Tilt-Up'—New Method of Building

May Create More Jobs for Engineers

To most of us the word "tilt" is associated only with the warning signal on a pin-ball game that lights up when the machine is finagled with.

But it's soon going to be a mighty familiar word around the construction industry, judging from the speed with which a new method of concrete building called "tilt-up" is taking hold.

The tilt-up method is of interest to members of the Operating Engineers not only because its use is spreading so rapidly, but also because it may give members of our craft a somewhat larger share of the work in building construction than they hitherto have had.

The essence of the method is simple—instead of building wooden forms for the walls and pouring concrete into them, the tilt-up builders just pour the wall sections flat on the base slab and tilt them upright afterwards.

In conventional concrete construction much labor, time and materials go into building and bracing the forms, setting the reinforcing steel and later stripping and cleaning the form lumber.

In tilt-up much of this is eliminated. The "form" is a simple rectangle of 2x6 boards or a rectangular steel form that is used over and over.

The floor slab is given a coating of emulsion which keeps the wall slab from sticking after it is poured. The simple rectangular form is laid down, reinforcing steel and window and door frames are laid in place, and the concrete is poured into the form and screeded level.

Fastening bolts have previously been set in place, and when the slab has cured enough for handling, steel strongbacks are temporarily attached and the slab is lifted upright by a crane and set in place in a bed of mortar.

Temporary props hold the slabs upright until forms are placed around the narrow spaces left between the slabs, and concrete pilasters are poured to make a continuous wall.

When the roof trusses are set atop the walls and bolted in place, the outside concrete shell is complete and the structure is rigid.

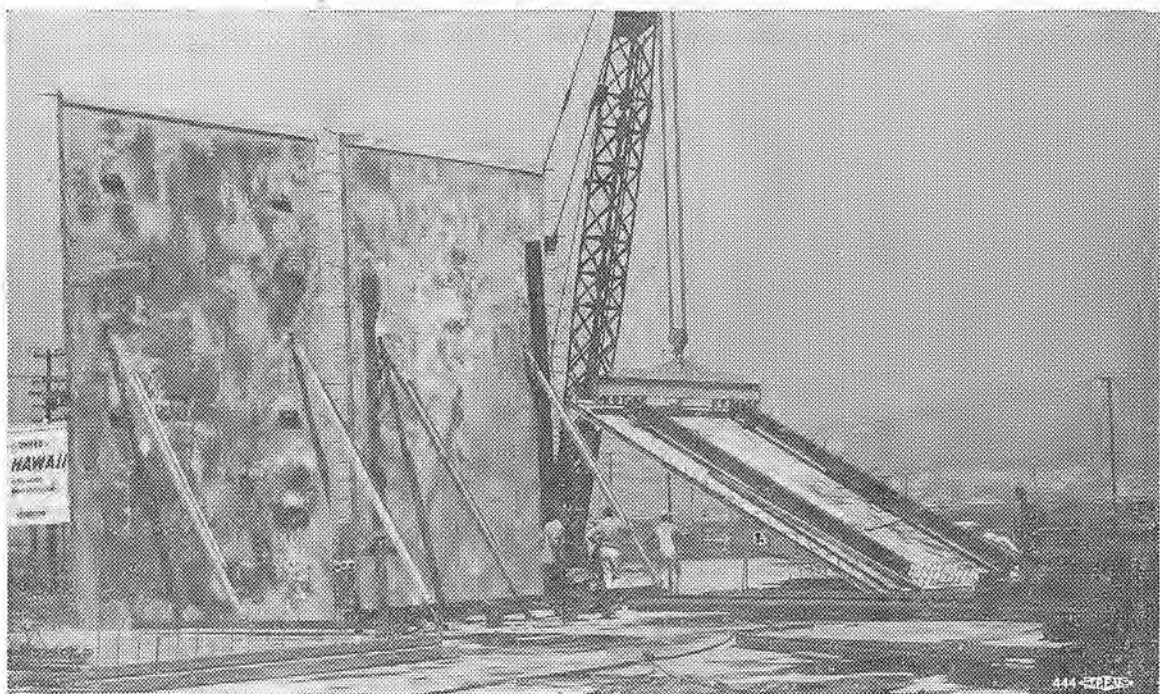
Size of the slabs varies with specifications for the particular building; 20x20 feet is a relatively small size. Slab sections for the new maintenance base built by Barrett & Hilp for United Air Lines at South San Francisco were 28 feet high by 20 feet wide and weighed 19 tons each.

What may be a high for such panels until now is a building erected for Moore Industrial Co. in San Jose by Panelcrete of California early last year. Here the wall sections were 36 feet high.

Tilt-up is not really a new idea. It has been used occasionally for some time, but it was only recently that the "bugs" were worked out. Now several construction outfits—some specializing in this work—have refined the methods and developed experienced crews, and what seems like a rash of such building is breaking out.

ENGINEERS NEWS, searching for more information about tilt-up, contacted Mr. J. Francis Ward of the San Francisco architectural and engineering firm, Ward & Bolles. This firm has designed several big tilt-up concrete structures built by Barrett & Hilp and other outfits, including the United Air Lines building, a big warehouse built in San Bruno for the government's General Services Administration, a just-completed warehouse in San Francisco's Apparel City, and others.

Until some of the kinks were worked out recently, Mr. Ward explained, the natural advantages of



UP THEY GO! This is how the wall sections are raised into place on a tilt-up construction job. This photo was taken during erection of a big warehouse at the United Air Lines maintenance base at San Francisco airport. The wall section is 28 feet high, weighs 19 tons. Doing the hoisting, of course, was a Local 3 engineer.

tilt-up were partially cancelled out by breakage of the pre-cast panels in handling. He cited one big job not long ago in which 10 per cent of the panels broke in handling. For contrast, he cited a huge warehouse recently built for the GSA in Seattle. Here only one panel was cracked in hoisting, and that was capable of repair.

Mr. Ward listed the advantages of tilt-up construction:

1. **ECONOMY.** A saving of from 2½% to 5% on construction costs. On a big building that's a lot of money.

2. **STRENGTH.** The flat-cast slab gives a denser, stronger concrete. On the Seattle job, samples averaged a 4,000 pound test after 28 days of curing. This compares with average strength of 2,800 pounds for poured concrete. The difference is that concrete poured in deep, vertical forms develops rock pockets, lacks uniform structure.

3. **WATER-RESISTANCE.** The denser concrete is almost impenetrable by water; a stiff, wind-driven rain will seep through ordinary poured concrete walls.

4. **SPEED.** Given good weather, a tilt-up building can be finished much faster than one of the same size using conventional concrete techniques.

Mr. Ward estimated the San Bruno GSA warehouse was finished at least 30 days earlier the tilt-up way than it would have been otherwise.

Mr. Theodore Rhoades, a supervising engineer for Barrett & Hilp who has supervised several of that outfit's tilt-up structures, was even more emphatic about

the saving in time. He said the Seattle warehouse, a 600,000 sq. ft. structure, was finished in four and one-half months. Built of formed, poured concrete, it might have taken twice as long, he said.

Faster construction time has also been announced as one of the reasons why a new school in San Bruno, the Parkside School, will be built by the tilt-up method. Architect Leslie C. Irwin said the school will be finished in time for use next fall, largely because of the time saved due to the pre-cast concrete construction.

Because tilt-up is just coming into widespread use, it is hard to say exactly how much more work it might make in building for Operating Engineers.

One indication comes from a report in the latest edition of *Engineers' News-Record*, official newspaper of Operating Engineers Local 12, Los Angeles.

The newspaper of our sister local tells about a \$1¼-million concrete warehouse being built at Long Beach, Calif. harbor by the tilt-up method, with cement roof girders also being poured on grade and hoisted into place.

There has been one truck crane, one dozer, and an air compressor on the job at all times, and three cranes much of the time. The report notes that this has made jobs for eight engineers and comments, "This is not bad for a concrete building job, where usually a crane is called spasmodically just for pouring concrete."

Mr. Rhoades of the Barrett & Hilp organization would make no estimate of how much extra work there should be for engineers on

tilt-up jobs. But he did point out that in ordinary concrete building there is just a few days' work for an engineer pouring the concrete, whereas in tilt-up work a rig is kept on the job more or less steadily.

Until now, this site pre-cast construction method has been used only on one-story structures in Local 3's area, but in other areas, notably in Texas, multi-storied buildings are being erected in this way, not only the walls but also the floor slabs for the successive stories. The entire floor slab is cast on the ground as one piece, then lifted up to the desired height and positioned by huge jacks and various special equipment.

Tilt-up and "lift-up" are here to stay and seem destined for ever-widening use. Our engineers will see much more of this kind of construction in the next few years.

TUNNEL CREW SETS RECORD AT REDDING

By E. A. HESTER
Business Representative

I am looking forward to the coming year with enthusiasm. The first big job will come up for opening of bids on February 24. It is the beginning of that 190 miles of highway around Shasta Lake, and this particular job will be about 11 miles in length.

There will be approximately 700,000 yards of roadway excavating and also a lot of channel excavating. It looks as though the contractor will have to set his figure around \$1,000,000.

In March we will have in this district about three more highway jobs coming up similar to the one mentioned above. From the information I can gather, bids on the power house at Big Bend will be opened in February or early in March. This is going to be quite a good sized power house, about 150,000 yards of excavating, and it is expected to take about two years to complete the job.

The tunnel at Pit No. 4 is well underway with one heading. They are now making preparations to open up the second heading which I think will be in a month or six weeks. "Haywire Les" Huntington, that famous tunnel driver, is really off in a big way. They have already broken a world's record of 52 feet in 24 hours—the tunnel is 22 feet overall in diameter.

Of course, he has a lot of good help out there. The boys that are really making the world's record in tunnel boring are Brother Robt. McAvoy, master mechanic, and his gang, which consists of Brothers Paul G. Edwards, A. J. Bird, Ivar Broman, Walter Schultz, Tom Evans, Vernon Dixon, O. S. Hicks, and R. H. Trippetts.

Then you know they have a lot of hot air in the tunnel, and on the compressors are Brothers Gray

\$20 Million Jobs Set for Peninsula

By CHET ELLIOTT
Business Representative

Many members of Local 3 will be employed for a long period of time on large pipe line and highway construction projects in this area.

The Public Utilities Commission is advertising at this time for bids on a \$2 million 60-inch pipeline job, extending from Hillsborough to Lomita Park, passing through the cities of Burlingame and Millbrae. The bids will be opened in a couple of weeks.

Construction on a five-mile section of Bayshore Freeway, from 16th Ave. in San Mateo to Brans-ton Ave. in San Carlos, will start within the next three months, according to information in this office at the present time.

Funds are now available for the \$4,200,000 project which will provide for six 12-foot traffic lanes to replace the present four 10-foot lanes. This project, along with the \$1 million already allocated by the State Highway Dept. for the fill from South San Francisco across a part of San Francisco Bay to Candlestick Point and plans to be carried out in the near future for the extension of Bayshore Freeway from San Carlos to the Santa Clara county line, calls for several additional million dollar construction projects.

According to the forecast made by Harry E. Smith, vice president of the Peninsula General Contractors, subdivision and real estate development work will hit an all-time high in San Mateo county this year. It is estimated that nine thousand new homes will be built during 1953.

These projects mentioned in this report will provide employment for many operating engineers.

The Henry Doelger Co., at Westlake, has resumed operations after a temporary lay-off and has called their old men back to work. This firm plans on moving over a million yards of earth this season and will add several engineers to its already large group of cat operators—H. D. mechanics, LaPlant Choate and Woolridge operators.

Bros. Jim Swack and Ott Molinari are opening up a heavy duty repair shop at 601 South El Camino Real, in San Bruno. This shop is to be fully equipped to handle all types of heavy duty repair work in addition to the shop. These brothers plan on operating a service truck to handle all field repair work. Good luck to you in this venture.

The Stoneson Co., Standard Builders, Sterling Builders and several others are engaged in subdivision work throughout this area, and projects that have been dormant for several weeks are again active.

The local contractors in the area including Peter Sorensen, L. C. Smith, Bragato Paving Co., Frank Smith and several others are trying to complete some projects which have been idle due to the weather, but no new work to speak of has been started as yet.

V. Gill, Luther Slater, A. J. McCrae—these men have plenty of what it takes. In addition the job calls for motorman and brakemen, and there we have Brothers Walter Mortensen, Frank Landers, Ralph Tufts, Francis Hempe, Ernest Johnson, John Korander, James C. Mathis, George Cheatum, and Curly Cummings.

Brothers Ralph Henley, William T. Williams, and A. G. Wilmoth recently took on jobs as brakemen. The old-timer, Pete Whitehurst, operates the big 24 cat. H. H. Pemelton and Otis V. Gardner are very important, you would think from their actions, and true they are—they operate the truck crane.

The real producers on this project are the mucking machine operators, who are Brothers W. F. Hall, James H. Smith and Lester Harles.

Job Pickup in Fresno

(Continued from Page 7)

and on approximately 4½ miles of Highway 99—four-lane road from Livingston north.

Gordon Ball on their Pixley job are more or less standing by for a break in the weather before continuing operations.

Eaton & Smith Co. on Highway 180 have been delayed considerably because of weather. However they will enlarge operations within the next two weeks.

Sharp & Fellows Co. have started their quarry operations at Piedra, still working on their bridge contract at the same location, and as weather permits operating full scale on the upper Kings River Road.

We can anticipate a 4½ million dollar extension program to Castle Air Force Base early this spring.

In Madera county, the H. Earl Parker Co. are still working on their Bureau of Reclamation contract with Kovick Bros. as sub contractor on structures.

Stolte Co. recently submitted low bid for the second phase of this project and expect to start as soon as the contract is awarded.

The third section, comprising some 32 miles of canals involving 750,000 yards of dirt, has a bid-opening date early in March.

In this same area McGouran Construction working with Macal Improvement Co. have a 400,000 yard land leveling job in progress.

Generally speaking, land leveling this winter has been slow in this district, but there are signs of a spurt between now and the first of May.

The Bureau of Reclamation is also advertising for bids in March for 64 miles of pipeline in the Delano-Earlimart Irrigation Districts. So far as we know this job is entirely within the Jurisdiction of Local 3, i.e.: north of the Kern county line.

We have not as yet received official word that the San Joaquin River development at Vermillion Valley and Mammoth Pool will proceed this Spring. RUMORS SAY YES.

There has been more drain on our blood bank, the donations falling behind the withdrawals. Why not donate a pint of yours next day off?

The next regular meeting will be held February 26, 1953, 8 p.m. at 631 Kearney, Fresno, California.

Holding mail for the following: F. A. Acree; Luther Myers; Vernon O. Kelly; Pershing Bell; Bert Lynch; Edwin H. Matlock; Wm. K. Weisner.